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Dajin's KING ONE Reaches Tees Port on Maiden Voyage

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Vår Energi Submits $360 Million Goliat Expansion Plan

Vår Energi has submitted a revised plan for the Goliat Gas Export project, backing a $360 million Barents Sea investment to extend field life and enable future subsea developments.

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Dajin Expands Offshore Wind Installation in Europe

Dajin Heavy Industry has partnered with Zhengli Offshore Engineering to develop a 3,500-tonne offshore wind installation vessel, marking its entry into the European installation market and strengthening its integrated value chain across manufacturing, transport, port services, and offshore installation.

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Petrobras Approves SEAP I as SBM Offshore Takes FPSO Roles

Petrobras has approved SEAP I in Brazil's Sergipe-Alagoas Basin, advancing a more than $12.0 billion offshore oil and gas development supported by two SBM Offshore FPSOs. P6

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Dajin Heavy Industry's deck carrier KING ONE completed its maiden voyage to Tees Port, delivering eight XXL monopiles for the Hornsea 3 offshore wind project.

Photo courtesy of Dajin Heavy Industry

13, April 2026

Dajin Heavy Industry Co., Ltd has completed the maiden voyage of its deck carrier KING ONE, with the vessel arriving at Steel River Quay, Tees Port after sailing nearly 12,000 nautical miles from Penglai Port, China.

The voyage marked a new step in the company's offshore wind logistics business. During the journey, KING ONE delivered eight XXL monopiles for the Hornsea 3 offshore wind farm. Each monopile measured 10 m in diameter and weighed more than 1,200 tonnes.

Designed and built in-house, KING ONE measures 240 m in length, 51 m in breadth and 13 m in depth. The vessel has a deck area of 12,000 sq m. Its layout is suited to transporting offshore wind cargoes such as monopiles, jackets, floating foundations and large offshore engineering modules.

The maiden voyage also marked a notable development for Dajin Heavy Industry Co., Ltd as it expands from manufacturing into shipbuilding and heavy marine transport. The delivery further supports the company's broader offshore wind business and its push to provide integrated solutions across the sector.

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Fenris Topside Departs Verdal

The Fenris topside has departed Verdal for the North Sea, marking a major step for the Valhall PWP-Fenris project. The unmanned platform is due to start production in 2027 and is expected to support higher gas exports from Valhall.

Image: Screenshot from a video shared by Aker BP

12, April 2026

The Fenris topside has sailed from Verdal for the North Sea, marking a key milestone for the Valhall PWP-Fenris project. Aker BP ASA said the unit was delivered on plan through the Fixed Facilities Alliance involving Aker Solutions, ABB, and project partners, with the work carried out with attention to quality and safety.

Fenris is an unmanned production platform that will be tied back to the new production and wellhead platform at the Valhall centre. According to Aker BP ASA, the platform is set to start production in 2027.

Once in operation, Fenris is expected to increase gas exports from Valhall and support Norway's long-term capacity to provide stable energy deliveries to Europe. The departure from Verdal marks an important step in moving the project from construction to offshore execution.

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Nymo Moves 1,000-tonne MEG Module to Aker Stord

Nymo has started the transport of a 1,000-tonne MEG module from Vikkilen to Aker Stord, where it will be integrated into the Valhall PWP project.

Image source: Nymo

12, April 2026

Nymo has started the transport of a 1,000-tonne MEG module from Vikkilen. The module left Nymo at 18:30 and is now traveling along the Norwegian coast toward Aker Stord AS for the next phase.

The tow is expected to take around 40 hours. According to the project update, people along the coast may be able to see the module as it moves north.

The operation is being carried out in close cooperation with Aker BP ASA, K2 Project Forwarding AS, Norships AS and Ugland Construction AS.

At Aker Stord AS, the module will be integrated as part of the Valhall PWP project.

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Final Lock Gates Enter Eemshaven Testing Stage

10, April 2026

The final two lock gates for the Brunsbüttel project have been placed in the Eemshaven basin for testing, marking another milestone in the operation. The units were previously transported from Emden to Eemshaven on Wagenborg Barge 11.

The lifting work was carried out along the quay by the floating cranes Matador 3 and Hebo Lift 10. Working together, the cranes lifted each gate from the pontoon and lowered it into the water in a controlled operation. After the first gate was positioned, two tugboats from Wagenborg repositioned the pontoon for the second lift. The second gate was discharged the following day and placed in the basin while both units were kept securely in position.

The operation highlights Wagenborg's role in heavy transport, lifting and logistical coordination for port infrastructure work. It also marks the next phase of the project at Eemshaven, where the gates are now in place for testing.

In 2026, both lock gates are expected to be transported by Wagenborg to their final destination in Brunsbüttel.

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Wärtsilä to Power Meriaura's New Open-Deck Carrier

Wärtsilä will supply engines, electric propulsion and thrusters for Meriaura's 6,800 DWT open-deck carrier, supporting lower fuel consumption, stronger flexibility and reduced emissions.

Image source: Meriaura

14, April 2026

Wärtsilä Marine has been selected to deliver an integrated propulsion package for a new open-deck carrier ordered by Finnish operator Meriaura, supporting the company's fleet renewal plan.

The new vessel is being developed with a focus on lower energy use, reduced emissions and broader operating capability. The 6,800 DWT ice-class short-sea ship is intended to strengthen Meriaura's capacity in heavy project cargo and special transport.

Meriaura said the vessel will expand its transport capability with higher capacity, greater flexibility and engines prepared for future fuels. The company said this will help it serve customers more efficiently and sustainably across a wider range of routes and operating conditions.

The propulsion scope includes two Wärtsilä 25 main engines, one Wärtsilä 20 engine and a Wärtsilä Selective Catalytic Reduction system. The package is aimed at lowering greenhouse gas emissions while improving the vessel's overall environmental performance.

In addition, Wärtsilä will provide a complete electric propulsion system to improve propulsion efficiency and support lower fuel consumption. The delivery also covers three transverse thrusters, which will strengthen the vessel's dynamic positioning performance during offshore construction and heavy lifting work.

The order comes as shipowners and operators face changing market conditions and tighter decarbonization requirements. Demand is rising for vessel technologies that can combine operational flexibility with measurable emissions reductions.

Equipment delivery is scheduled for mid-2027, with the vessel expected to enter service in early 2028.

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BBC Tokyo Brings Wind Turbine Blades to Erie

BBC Tokyo has arrived in Erie, Pennsylvania, carrying Vestas wind turbine blades from India. The 2025-built heavy-lift vessel is unloading cargo bound for wind farm sites in western New York.

Image source: BBC Chartering

16, April 2026

BBC Chartering's BBC Tokyo has arrived in Erie, Pennsylvania, carrying Vestas wind turbine blades from India.

The vessel is a 2025-built heavy-lift general cargo ship and the third BBC vessel to deliver blades to the Great Lakes this season. It is also one of the tallest vessels to pass through the Welland Canal, standing 138 ft tall and measuring more than 110 ft above the waterline when loaded.

The vessel carried wind turbine blades measuring about 250 ft in length on this voyage.

After discharge at the Port of Erie, the blades will be transported by truck to wind farm sites in western New York, including the Chautauqua County area and beyond.

The blades were shipped from India due to lower production costs. Industry estimates indicate that Asia-sourced blades can be 20% to 40% less expensive than comparable Western-made products, making long-distance ocean transport economically viable.

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Inch Cape Offshore Work Lifts UK Port Activity

Inch Cape's offshore construction is engaging nine UK ports, with Leith, Dundee, Montrose, Blyth and Cromarty Firth among the key hubs supporting installation, logistics and long-term operations.

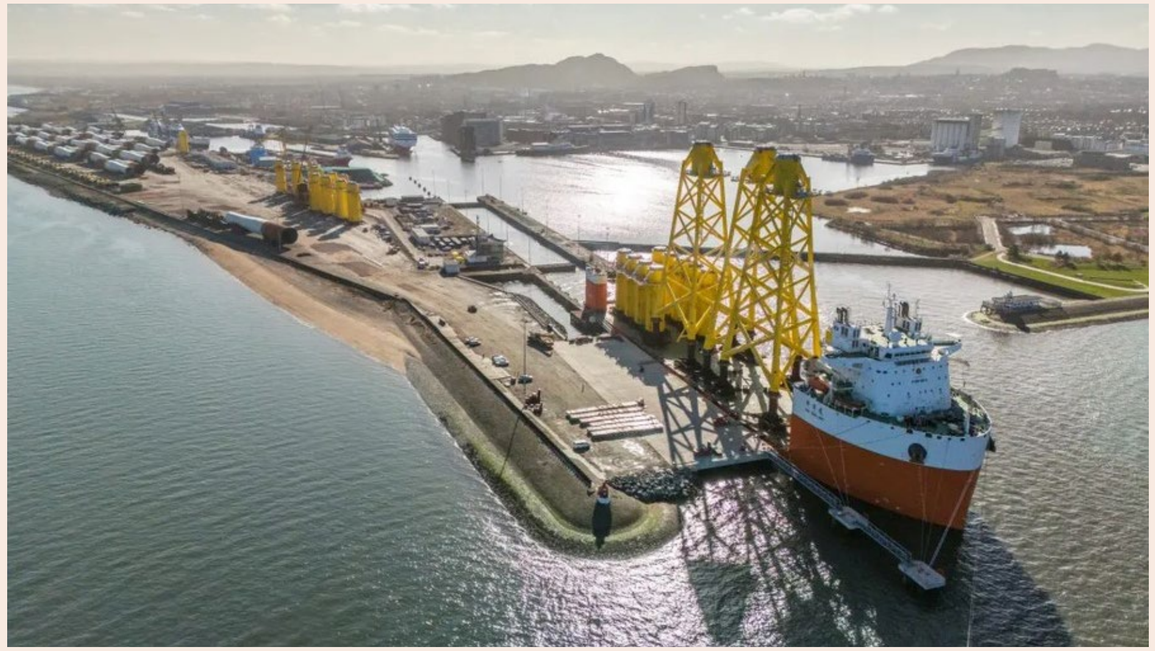

Image source: Inch Cape

16, April 2026

The offshore construction phase of Inch Cape is drawing support from nine UK ports, with each location contributing to vessel operations, storage, marine services and related supply chain activity. At the center of the work is the Port of Leith in Edinburgh, where marshaling and completion are underway for monopiles, jacket foundations, transition pieces, and pin piles. The project's 83 m jackets have also become a visible feature of the city's waterfront.

Heavy lift vessels Les Alizés and Seaway Alfa Lift are transporting foundation components from Leith to the offshore site. Peak activity at the port is set to create more than 100 jobs. Following the award of the Inch Cape contract, Forth Ports invested £50 million in marine access, infrastructure, plant and equipment at Leith. The group's Port of Dundee will also support the project, with 72 turbines to be marshaled from a laydown area expanded to almost 190,000 m².

The Port of Montrose is serving as the base for offshore construction management, daily crew transfer vessel departures, and the marine coordination center. It is also the site of Inch Cape's £6.5 million operations and maintenance base, now under construction by Pert Bruce. The project is expected to create at least 50 long-term skilled jobs in the area.

Elsewhere, the Port of Blyth is the mobilization port for both export cables, supporting CMOS Installer and North Sea Giant. In the Cromarty Firth, Seaway Alfa Lift is being mobilized for the installation of 54 transition pieces, 18 jacket foundations, and 54 pin piles, while Seaway Eagle is delivering the pile installation frame. Ardersier, Aberdeen, Rosyth and Burntisland are also supporting the project through maintenance, logistics and pre-construction vessel activity.

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Petrobras Approves SEAP I as SBM Offshore Takes FPSO Roles

Petrobras has approved SEAP I in Brazil's Sergipe-Alagoas Basin, advancing a more than $12.0 billion offshore oil and gas development supported by two SBM Offshore FPSOs.

Illustration only (Photo: Petrobras)

14, April 2026

Petrobras has approved the SEAP I development in Brazil's Sergipe-Alagoas Basin, adding to the earlier approval of SEAP II and consolidating the Sergipe Deepwater development.

The two projects represent total investments of more than R$ 60 billion, or about $12.0 billion, and are expected to produce more than 1 billion boe. Petrobras said the projects became viable after a series of initiatives carried out with the supplier market, including project optimization and revisions to contractual terms and conditions.

According to the company, those measures improved the economic attractiveness of both modules and enabled a joint negotiation structure for FPSO P-81 and FPSO P-87, which will serve SEAP I and SEAP II, respectively. Petrobras said this made it possible to capture synergies and economies of scale that were fundamental to concluding the negotiation on economically sustainable terms.

The company added that the conditions obtained improved project returns and allowed SEAP I to be included in its Base Implementation Portfolio.

For the two SEAP units, Petrobras carried out a contracting process under a build, operate and transfer model. Under this structure, the contractor is responsible for the design, construction, assembly and operation of the asset for an initial period defined in the contract, after which it is transferred to the operator.

Contract signing is expected in May 2026, subject to Petrobras governance procedures and the required partner approvals. The company said SBM Offshore will be responsible for the construction of both platforms. Together, the two FPSOs will have an installed capacity to produce up to 240,000 barrels of oil per day and process 22 million cubic meters of natural gas per day.

Beyond the two FPSOs, the development includes the construction and interconnection of 32 wells, along with an export gas pipeline of about 134,000 m, including 111,000 m offshore and 23,000 m onshore. The bidding process for subsea Christmas Trees and related equipment for both projects is already underway, while bidding for the remaining infrastructure is expected to begin later in 2026.

Oil production from SEAP II is scheduled to begin in 2030, with gas exports expected to start in 2031. Production from SEAP I is expected after the 2026-2030 business plan horizon.

SEAP I covers high-quality light oil reservoirs in the Agulhinha, Agulhinha Oeste and Palombeta fields, located in the BM-SEAL-10 and BM-SEAL-11 concessions. Petrobras operates BM-SEAL-11 with a 60% stake, together with IBV Brasil Petróleo holding 40%, and holds 100% of BM-SEAL-10. The FPSO assigned to SEAP I will have the capacity to produce 120,000 barrels of oil per day and process 10 million cubic meters of natural gas per day.

SEAP II includes high-quality light oil reservoirs in the Budião, Budião Noroeste and Palombeta fields, located about 80,000 m off the coast in the BM-SEAL-4, BM-SEAL-4A and BM-SEAL-10 concessions. Petrobras operates BM-SEAL-4 with a 75% stake, alongside ONGC Campos with 25%, and holds 100% participation in BM-SEAL-4A and BM-SEAL-10. The FPSO for SEAP II will have the capacity to produce 120,000 barrels of oil per day and process 12 million cubic meters of natural gas per day.

Petrobras said SEAP is strategic for increasing natural gas availability in Brazil, strengthening national energy infrastructure and opening a new production area in the country's northeast.

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RWE Installs Two Offshore Substations for Nordseecluster A

RWE has installed two offshore substations at Nordseecluster A in the German North Sea, advancing the 660 MW phase of its wider 1.6 GW offshore wind project.

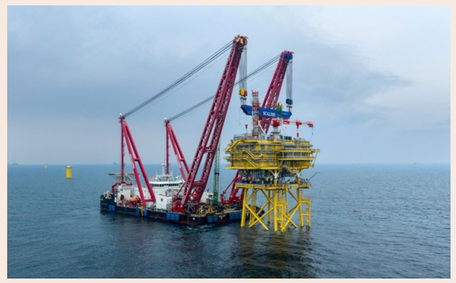

Photo source: RWE

15, April 2026

RWE has installed two offshore substations for its Nordseecluster A wind project in the German North Sea.

The company said the platforms are about 40 m long and 22 m high, with weights of 1,800 t and 2,500 t. They were built by Chantiers de l'Atlantique and installed by SCALDIS using the heavy-lift crane Gulliver.

The substations will raise the voltage of electricity produced by the wind turbines before power is transmitted to the mainland grid. Nordseecluster A has a planned capacity of 660 MW and is scheduled to be fully operational from 2027.

Installation of 44 turbines is due to begin in summer 2026, while cable laying is already underway.

The wider Nordseecluster project is planned to reach 1.6 GW. This includes the 900 MW Nordseecluster B phase, which is expected to come online from 2029.

Tobias Keitel, chief technology officer of RWE Offshore Wind, thanked those involved in delivering the 1.6 GW project. He said the development would expand the company's offshore wind portfolio and support a sustainable and reliable energy system. He also said the installation of the two heaviest components showed the offshore work was progressing well.

hmt-news.com

Oxy Confirms Bandit Oil Discovery in Gulf of America

Oxy has confirmed an oil discovery at the Bandit prospect in Green Canyon Block 680, with partners evaluating development options including possible subsea tie-backs.

Image source: Shutterstock

10, April 2026

Occidental Petroleum has made an oil discovery at the Bandit prospect in the Gulf of America, according to the company.

The exploration well was drilled in Green Canyon Block 680, about 125 miles south of the Louisiana coast. Oxy said the well encountered oil-bearing Miocene sands and identified high-quality hydrocarbons across the full reservoir interval.

Further evaluation is underway to determine development options. The partners are also assessing the results to decide the next steps, including potential subsea tie-backs to nearby facilities operated by Oxy.

Oxy operates the prospect with a 45.375% working interest. Its partners are Chevron with 37.125% and Woodside Energy with 17.5%.

Jeff Simmons, Senior Vice President, Subsurface Technology and Chief Petrotechnical Officer at Oxy, said the discovery supports the company's plan to strengthen its Gulf of America portfolio. He added that the result shows the region's importance as a source of domestic oil supply linked to long-term energy security.

The discovery adds to ongoing exploration activity in the deepwater Gulf of America, a key producing region for U.S. oil output.

hmt-news.com

Energean Wins Approval to Restart FPSO Offshore Israel

Energean has secured approval to restart the Energean Power FPSO offshore Israel, allowing output at the Karish field to resume after precautionary shutdowns.

Energean Power FPSO (Image credit: Energean)

10, April 2026

Energean has been cleared to resume production from the Energean Power FPSO serving the Karish field offshore Israel, after receiving notice from Israel's Ministry of Energy and Infrastructure.

The approval came after precautionary shutdowns affected regional energy assets during the recent conflict involving the United States, Israel and Iran. According to the source, the Strait of Hormuz was closed and several energy facilities were hit by missile strikes. Rystad Energy estimated that repair costs and losses tied to damaged and shut-in Gulf infrastructure could reach $25 billion.

Among the assets shut as a precaution were Israel's Leviathan and Karish gas fields. The source also said Chevron, operator of Leviathan with a 29.66% interest, had already received clearance from Israel's Petroleum Commissioner to restart that platform.

Following the latest notice, Energean said it was working to restart output safely and return to normal operations under its established procedures.

Production from Karish started in October 2022. The Energean Power FPSO had arrived in Israel in early June 2022 after transiting the Suez Canal.

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Türkiye Opens Somalia Deepwater Campaign

Türkiye has launched its first overseas deepwater drilling campaign in Somalia, with Çağrı Bey heading to the CURAD-1 well for a 288-day program targeting 7,500 m total depth.

Çağrı Bey begins Türkiye's first overseas deepwater exploration campaign off Somalia.

12, April 2026

Türkiye has moved into its first overseas deepwater drilling campaign, sending Çağrı Bey to the CURAD-1 prospect off Somalia after a 53-day voyage that ended in Mogadishu on 9 April 2026. The wellsite lies about 372 km off the Somali capital, and drilling is set to begin after positioning work and pre-spud testing at the location.

The campaign places Türkiye's newest seventh-generation ultra-deepwater unit at the center of a 288-day program that targets a total depth of 7,500 m. The plan calls for drilling in 3,495 m of water and continuing 4,005 m below the seabed, a profile the Turkish energy ministry says would make CURAD-1 the world's second-deepest offshore well.

An underwater robot rated to 4,000 m will support seabed work during the operation, underlining the technical complexity of the well. Built in South Korea in 2024, Çağrı Bey can drill to 12,000 m, measures 228 m by 42 m, stands 114 m high, and can accommodate 200 personnel.

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ABL Group Extends Egypt Ties With PetroSafe

ABL Group companies in Egypt have signed an MoU with PetroSafe to support safety and operational performance across offshore and onshore energy assets, including marine assurance, ports consultancy, and decarbonization-related services.

Photo courtesy of ABL Group

14, April 2026

ABL Group companies in Egypt have signed a memorandum of understanding with PetroSafe to expand technical cooperation for Egyptian energy assets, covering both offshore and onshore operations.

The agreement sets out a framework for joint work on technical services aimed at supporting safety and operational performance across the full life of energy facilities and subsea infrastructure in Egypt. Through the arrangement, PetroSafe will draw on the capabilities of ABL and Longitude, two of ABL Group's Egypt-based businesses.

Under the MoU, ABL will provide marine assurance services on a call-off basis. The scope includes vessel suitability surveys, inspections and audits, pre-purchase and condition surveys, DP trials, consulting, and critical systems consultancy.

In addition, ABL and Longitude will support PetroSafe with consultancy services for ports and harbors, including decarbonization-related work.

The new agreement extends an earlier MoU between the parties focused on asset and data management. Abdulhameed Yehya, engineering projects lead in Egypt at ABL, said the combined capabilities of ABL, Longitude, and PetroSafe offer the Egyptian energy market an integrated technical service covering engineering, safety, HSEQ, and marine assurance across an asset's operating life.

ABL Group companies in Egypt have operated from Cairo since 2018. Their local track record includes field development engineering, asset integrity management, marine assurance, rig moving support, marine warranty survey, and energy transition technical advisory. ABL and Longitude are part of Oslo-listed ABL Group ASA.

hmt-news.com

Apache Recognition Deal Covers 250 UKCS Offshore Workers

Apache has entered a union recognition agreement covering more than 250 offshore workers across seven UK Continental Shelf assets tied to the Forties and Beryl fields.

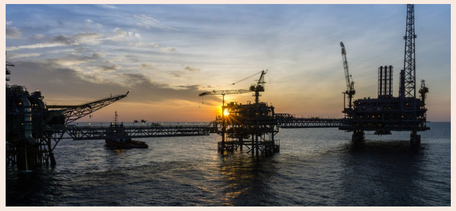

Image source: Shutterstock

10, April 2026

A new union recognition agreement between Apache and Unite will cover more than 250 offshore workers on the UK Continental Shelf, giving the union a formal role in discussions on pay, jobs and working conditions.

The agreement applies to seven assets linked to the Forties and Beryl oil fields. Unite said the deal allows it to negotiate on behalf of workers employed across those installations by Apache Corporation, a subsidiary of APA Corporation.

According to the union, the covered workforce includes electrical, instrument, mechanical and production technicians, as well as telecoms technicians and radio operators.

Unite General Secretary Sharon Graham said the agreement was an important result for the union in the offshore sector and said it reflected continued efforts to improve pay, jobs and working conditions for oil and gas workers.

Stevie Davies, Unite's Industrial Officer, said the agreement gives the union a basis to seek better terms for Apache workers across several offshore assets.

Unite also pointed to other recent outcomes for North Sea workers, including a pay agreement with Adura Energy, a two-year pay deal for Sodexo workers at Sullom Voe, and an improved pension offer for more than 400 Bilfinger workers.

The union said it has also launched its Keep The North Sea Working campaign ahead of the Holyrood elections. The campaign calls for Scottish politicians to support a no-compulsory-redundancy pledge to protect jobs, pay and conditions in the oil and gas sector.

hmt-news.com

Sirius to Design Hybrid AHSV for FDA

12, April 2026

Sirius Design & Integration AS has been selected by Finnsnes Dykk & Anleggservice AS as design and system integration partner for a next-generation Anchor Handling & Subsea Vessel (AHSV). The vessel will be built by Zamakona Yards Bilbao in Spain and is scheduled for delivery in Q2 2028.

The vessel will sail under the Norwegian flag and will be classed by DNV. Its design is based on hybrid diesel-electric propulsion with battery storage and HVO readiness. Key specifications include a minimum 50-tonne bollard pull and a service speed of about 12 knots.

The AHSV will also be equipped with an ROV hangar with launch and recovery system, a 250-tonne cable turntable, heavy-lift cranes and dynamic positioning for precision offshore work. According to the project description, the vessel is intended for multi-purpose operations including anchor handling, offshore fish farming, pipelaying and subsea work.

The contract marks a new project for Sirius Design & Integration AS and continued cooperation with Finnsnes Dykk & Anleggservice AS and Zamakona Yards Bilbao.

hmt-news.com

Photo source: Sirius Design & Integration AS

Hull Assembly Starts for Asso.subsea Cable Layer Althea

Asso.subsea's new cable-laying vessel Althea has entered hull assembly at CMHI in Shenzhen, with delivery of the 12,000-tonne-capacity vessel expected next year.

Photo source: Asso.subsea

14, April 2026

Asso.subsea's new cable-laying vessel Althea has entered the hull assembly stage following a keel-laying ceremony at China Merchants Heavy Industry (CMHI).

The ceremony took place on 9 April at CMHI's shipyard on Mazhou Island in Shenzhen. It marked the start of vessel assembly, around five months after the construction of Althea was announced on 5 November 2025.

Ioannis Togias, Executive Director of Marine Technology at Asso.subsea, said the keel laying marked an important step in strengthening the company's fleet and technical capabilities. He added that the vessel reflects the company's long-term vision to meet changing offshore energy market demand with reliability and precision.

Althea will have a cable capacity of 12,000 tonnes in one, two, or three carousel divisions. The vessel is designed for long sections and bundled cable laying.

It will be equipped with a hybrid diesel and battery power generation plant. The vessel will also feature methanol-ready engines capable of running on biofuels and compliant with IMO Tier III NOx emission standards, along with cold ironing capability and a number of energy-saving features.

Delivery is expected next year. Once delivered, Althea will join Ariadne and Atalanti in Asso.subsea's cable-laying fleet.

hmt-news.com

DS Carolina Contract Extended Off Brazil

Ventura Offshore extended the contract for DS Carolina offshore Brazil by 135 days, adding about $29 million in backlog and shifting the next mobilization window to January 2027.

DS Carolina (Source: MarineTraffic.com)

12, April 2026

Ventura Offshore has announced a 135-day extension for the sixth-generation ultra-deepwater drillship DS Carolina offshore Brazil.

The extension keeps DS Carolina working until September 2026 and adds about $29 million to the company's backlog.

Following the extension, the mobilization window for the rig's next contract in the Sepia-Atapu field has been moved to January 2027. No other changes were agreed for that assignment.

Guilherme Coelho, CEO of Ventura Offshore, said the extension strengthens the company's backlog and reflects continued demand for its assets offshore Brazil. He added that the revised timing supports the transition of DS Carolina into its next campaign while maintaining operational continuity and efficiency for the client.

DS Carolina can operate in water depths of up to 10,000 feet and has a drilling depth capacity of up to 40,000 feet.

The latest extension, together with the extension for SSV Victoria announced on 2 April 2026, brings the company's total additional backlog to $495 million.

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Dajin Expands Offshore Wind Installation in Europe

Dajin Heavy Industry has partnered with Zhengli Offshore Engineering to develop a 3,500-tonne offshore wind installation vessel, marking its entry into the European installation market and strengthening its integrated value chain across manufacturing, transport, port services, and offshore installation.

13, April 2026

Dajin Heavy Industry Co.,Ltd has entered the European offshore wind installation market through a strategic cooperation agreement with Zhengli Offshore Engineering to jointly develop a 3,500-tonne wind installation vessel.

The project leverages Dajin's existing experience in Europe, with plans to customize the vessel to meet local installation requirements. The company aims to accelerate its entry into the offshore installation segment while shortening deployment timelines.

The partnership will also explore long-term collaboration in vessel research and development, alongside broader market expansion initiatives.

This move marks a further extension of Dajin's offshore wind value chain—from core equipment manufacturing to installation—enabling integrated solutions covering manufacturing, transportation, port services, and offshore installation for European developers.

Europe remains a key market in Dajin's global strategy, and this cooperation represents another step in strengthening its full value chain capabilities in the region.

hmt-news.com

Image courtesy of Dajin Heavy Industry.

Borr Drilling Sees More Rigs Return to Work

Borr Drilling said Arabia III has resumed work offshore Saudi Arabia, while Groa and Arabia II are due to restart in April 2026. The company also expects Odin to begin work next month and confirmed a new six-month award for Skald in Southeast Asia.

13, April 2026

Borr Drilling said several rigs are moving back into operation as disruption in the Middle East eases and new contract activity adds to its 2026 schedule.

Among the company's four rigs in the Middle East, Arabia III resumed work offshore Saudi Arabia in late March 2026. Borr Drilling also received restart notices for Groa in Qatar and Arabia II in the UAE. Both rigs are expected to resume operations in April 2026.

The fourth rig in the region, Forseti, is operated by a third party under a bareboat charter. The rig is now being prepared to return to service in Qatar.

Chief executive Bruno Morand said the company's offshore and onshore teams had managed the interruption caused by geopolitical events in the Middle East in a safe and effective manner.

Outside the region, Odin was due to start work in the Gulf of America, or the U.S. Gulf of Mexico, earlier in the year. That start was pushed back because additional maintenance was required before the rig begins its contract with Cantium. The unit is now expected to start operations in April 2026.

In Southeast Asia, Skald has received a binding letter of award from an undisclosed operator. The campaign is scheduled to begin in Q2 2026 and is expected to run for about six months.

For full-year 2026, Borr Drilling said contract coverage stands at 70% at an average day rate of about $134,000. Coverage is 78% for the first half of the year and 62% for the second half.

Morand said recent events have supported higher commodity prices and renewed attention on energy security,

Arabia I (Source: Borr Drilling video screenshot)

which are expected to speed up rig activity. He added that recent talks with customers show earlier signs of this trend, with more urgency around awarding existing tenders and moving some drilling programs forward.

hmt-news.com

TotalEnergies Finds More Hydrocarbons Offshore Congo

TotalEnergies EP Congo has made a new hydrocarbon discovery on the Moho license offshore Congo, where the MHNM-6 NFW well encountered about 160 m of hydrocarbons. The company plans to develop the find, alongside earlier Moho F discoveries, through a tie-back to existing Moho facilities.

Image source: TotalEnergies

13, April 2026

TotalEnergies EP Congo has made a new hydrocarbon discovery on the Moho license offshore Congo after drilling the MHNM-6 NFW exploration well on the Moho G structure.

The company said the well encountered a hydrocarbon column of about 160 m in good-quality Albian reservoirs. It also carried out an extensive data acquisition and sampling campaign to support subsurface interpretation and future development.

TotalEnergies said the Moho G discovery, together with previous discoveries on the nearby Moho F structure, is planned to be developed as a tie-back to the existing Moho facilities. These discoveries are considered to represent recoverable resources estimated at close to 100 million barrels.

Nicola Mavilla, Senior Vice-President Exploration at TotalEnergies, said the discovery benefits from its proximity to existing production infrastructure, enabling a short-cycle and cost-effective tie-back development. He added that, by using the company's technical expertise and existing infrastructure, TotalEnergies is creating the conditions for future value-accretive production.

TotalEnergies EP Congo is the operator of the Moho license with a 63.5% interest. Its partners are Trident Energy with 21.5% and Société Nationale des Pétroles du Congo (SNPC) with 15%.

The existing production facilities include the floating production units Alima and Likouf, which enable current output of around 90 kboe/d on a 100% basis.

Moho is located 80 km off Pointe Noire in deepwater offshore Congo. Production at the field increased significantly in 2017 with the start-up of the Moho Nord project.

The discovery comes days after TotalEnergies completed the merger of its UK North Sea upstream business with NEO NEXT, creating what the company described as the largest independent oil and gas producer in the UK.

hmt-news.com

Petrobras Reports New Deepwater Find in Campos Basin

Petrobras has reported a new hydrocarbon discovery in block C-M-477 in Brazil's pre-salt Campos Basin, with laboratory analysis set to assess reservoir conditions and fluid characteristics.

14, April 2026

Petrobras has announced a new hydrocarbon discovery in the pre-salt area of the Campos Basin offshore Brazil, following drilling activity in deepwater block C-M-477.

The discovery came from exploratory well 1-BRSA-1404DC-RJS in Sector SC-AP4. The well is located 201 km off the coast of Rio de Janeiro state in water depth of 2,984 m.

According to the company, the hydrocarbon-bearing interval was identified through electric logs, gas shows and fluid sampling. The collected samples will now be sent for laboratory analysis to define reservoir conditions and the characteristics of the fluids. That work will support the next stage of evaluating the block's potential.

Block C-M-477 is operated by Petrobras, which holds a 70% working interest, while BP holds the remaining 30%. The block was awarded in the 16th Bidding Round conducted by Brazil's National Agency for Petroleum, Natural Gas and Biofuels under the concession regime.

Petrobras said operations in C-M-477 form part of its strategy to renew oil and gas reserves through exploration in frontier areas carried out with partners. The company added that the approach is intended to help secure domestic energy supply during the energy transition.

The company has also moved to expand its hydrocarbon portfolio through recent rig deals with Valaris, Seadrill, Transocean, Ventura Offshore and Constellation.

hmt-news.com

Argentina FLNG Work Awarded to CoreMarine and Jumbo Offshore

CoreMarine and Jumbo Offshore have secured the installation and hook-up scope for the FLNG Hilli Episeyo and MKII in Argentina under a contract awarded by SESA, covering SSY mooring installation, offshore construction and multi-vessel operations.

Illustration (Photo source: Jumbo Offshore)

13, April 2026

CoreMarine and Jumbo Offshore have won the installation and hook-up scope in Argentina for the FLNG Hilli Episeyo and the FLNG MKII. The contract was awarded by Southern Energy S.A. (SESA), which is supported by a consortium comprising Pan American Energy, YPF, Pampa Energía, Harbour Energy, and Golar LNG.

The award covers one of Argentina's key gas export developments as the country moves to expand export capacity. Under the contract, CoreMarine will serve as lead contractor and will engage Jumbo Offshore for the transport and installation of the SSY mooring system, including heavy lift and piling work.

The offshore scope will then continue with diving and construction activities, including spool installation, ballasting, riser hook-up, pre-commissioning, positioning, and hook-up of the two FLNG units. The campaign is set to involve simultaneous offshore operations across heavy lifting, riser installation, piling, spool installation, saturation diving, and multi-vessel Simops.

The work will require several offshore assets, including DSVs, support vessels, and station-keeping tugs. Ben Fitzgerald, CEO of CoreMarine, said the project ranks among the most complex offshore construction campaigns and added that the company aims not only to complete both FLNG installations but also to help build local capability for future offshore work in the region.

The SSY systems, supplied by NOV, will allow both FLNG units to weathervane around a single mooring point in line with environmental forces. According to the project parties, this approach offers a cost-efficient alternative by avoiding fixed infrastructure such as jetties.

Project management and engineering started in January 2026. Installation of the FLNG Hilli Episeyo is scheduled for 2027, while the FLNG MKII is due to follow in 2028. The campaign will mark the first use of SSY technology in Argentine waters.

hmt-news.com

Petronas Carigali Awards Bintulu Phase 2 Scope to Petra Energy

Petra Energy has secured four work orders worth RM298 million from Petronas Carigali for Phase 2 of the Bintulu integrated facilities rejuvenation project, covering hook-up and commissioning services as well as procurement, engineering, construction, and commissioning work.

13, April 2026

Petra Energy has received and accepted four work orders from Petronas Carigali for hook-up and commissioning services for Phase 2 of the Bintulu integrated facilities rejuvenation project. The work orders have a combined value of RM298 million, equivalent to about $75 million.

According to Petra Energy, the scope covers procurement of bulk items, engineering activities, and construction and commissioning work for the second phase of the Bintulu rejuvenation project.

In a filing with Bursa Malaysia, Petra Energy said the work orders are expected to contribute positively to the group's earnings and net assets per share for the financial year ending 31 December 2026 and thereafter until the contract expires.

The latest award underscores Petra Energy's continued traction with Petronas Carigali as ongoing rejuvenation and maintenance activities continue across Malaysia's oil and gas infrastructure.

hmt-news.com

Floatel Victory Adds Equinor Brazil Job

Floatel International has confirmed a firm three-month contract for Floatel Victory at Equinor's Bacalhau field in Brazil. The award begins in mid-2026 and adds to the unit's existing work programme in the country.

14, April 2026

Floatel International has converted a letter of intent into a firm three-month contract for Floatel Victory at Equinor's Bacalhau field offshore Brazil.

The assignment is due to start in mid-2026 after the unit completes its current campaign with Karoon. The contract also includes extension options linked to the project schedule.

The new award adds to an already active program for the 2013-built semisubmersible accommodation unit, which is set to stay employed in Brazil through much of the year.

Earlier in 2026, Floatel also turned a previous letter of intent with Brava Energia into a firm six-month contract for Floatel Victory. That campaign is scheduled to begin in the fourth quarter of 2026 after a planned maintenance stop following the unit's current work.

Together, these awards keep Floatel Victory working for multiple operators in Brazil. The contracts also reflect continued demand for flotel capacity tied to offshore installation, hook-up and maintenance activity.

The Bacalhau field, operated by Equinor, is one of the large offshore developments supporting vessel demand in Brazil.

hmt-news.com

Dolphin Drilling LOI Sets Up Borgland Dolphin Deal

Dolphin Drilling AS said an undisclosed party signed a letter of intent for a potential Borgland Dolphin contract worth about $230 million. The proposed term would start in the second half of 2027 and run to October 2031, with a further five-year option expected.

Image source: Dolphin Drilling

15, April 2026

Dolphin Drilling AS said an undisclosed party has signed a letter of intent for a contract for the rig Borgland Dolphin, with a potential value of about $230 million.

The contract is scheduled to begin in the second half of 2027, in direct continuation after Borgland Dolphin is released from its existing contract with Repsol Investigaciones Petroliferas S.A.

The firm term is set to run until the expiry of the rig's current Special Period Survey in October 2031, including mobilization and demobilization. The contract is also expected to include options for a further five years.

The parties intend to continue negotiating the contract under the letter of intent. The company said the LOI includes a termination fee of up to $3.8 million in favor of Dolphin Drilling AS and remains subject to final agreement and respective management approvals.

hmt-news.com

Chevron Expands Venezuela Heavy Oil Position

Chevron has agreed an asset swap in Venezuela that lifts its Petroindependencia stake to 49% and gives Petropiar rights over Ayacucho 8, while offshore gas interests move to Venezuela.

Photo credit: Chevron

14, April 2026

Chevron has agreed an asset swap with Petroleos de Venezuela and its subsidiaries to expand its position in Venezuela's heavy oil sector.

Under the agreement, Chevron will receive an additional 13.21% working interest in the Petroindependencia joint venture, raising its total stake to 49%. The Petropiar joint venture, in which Chevron holds 30%, has also secured rights to develop the adjacent Ayacucho 8 area in the Orinoco Oil Belt.

In exchange, Venezuela will take over Chevron's 60% operated interest in the offshore Plataforma Deltana Block 2 license, which contains the Loran gas discovery, and its 100% operated interest in Block 3, which contains the Macuira gas discovery. The transaction also includes Chevron's 25.2% non-operated interest in the Petroindependiente joint venture in western Venezuela.

Javier La Rosa, President of Chevron Base Assets and Emerging Countries, said the agreement broadens the company's heavy oil position in two key joint ventures in Venezuela and reflects its disciplined development of the country's significant resources. He added that Ayacucho 8 is a producing asset close to Petropiar, supporting development efficiency, and described the swap as another step in Chevron's long history in Venezuela while reinforcing its role in regional energy security.

Chevron said it has operated in Venezuela since 1923. The company said Petroindependencia and Petropiar produce extra-heavy oil from projects in the Orinoco Oil Belt. Across Latin America, Chevron maintains production and exploration operations in Argentina, Guyana and Venezuela, and holds about 35 active exploration blocks in Brazil, Suriname, Uruguay and Peru.

hmt-news.com

Transocean Wins Petrobras Extension for Deepwater Corcovado

Transocean has secured a 1,156-day extension from Petrobras for Deepwater Corcovado, adding about $445 million to backlog and keeping the drillship working through November 2030.

Deepwater Corcovado (Photo source: Raimundo Araujo via LinkedIn)

15, April 2026

Transocean has secured another contract extension in Brazil after Petrobras agreed to continue work with the ultra-deepwater drillship Deepwater Corcovado.

The new award covers 1,156 days and will follow directly after the rig's current program ends. Based on the updated terms, the extension is expected to add about $445 million to Transocean's backlog and keep Deepwater Corcovado working through November 2030.

The company also said its existing backlog will be reduced by about $20 million from April 2026 until the new contract starts in September 2027. According to Transocean, that change reflects revised terms that apply before the extension period begins.

The latest award follows another active stretch for Transocean. Earlier this month, the offshore driller announced a series of contracts and extensions worth close to $1 billion. Those awards improved visibility across the fleet and strengthened the company's position in key offshore markets, including Brazil and the North Sea.

hmt-news.com

Technip Energies Secures Two FEED Contracts

Technip Energies has won two FEED contracts from SOGARA for the revamp and expansion of its Port-Gentil refinery in Gabon, including debottlenecking work and a new modularized Hydrocracker Complex.

15, April 2026

Technip Energies has been awarded two front-end engineering design contracts by SOGARA for its refinery in Port-Gentil, Gabon, covering both the revamp and the expansion of the existing refinery.

The first contract covers FEED work for the debottlenecking of SOGARA's existing refinery. It targets key process units and includes a new kerosene sweetening unit and four new storage facilities. Technip Energies will ensure full process integration across the existing and new units.

The second contract covers FEED work for a new modularized Hydrocracker Complex designed to significantly expand SOGARA's refining capacity. Its scope also includes a new marine jetty and offloading facility. For this project, Technip Energies will leverage its engineering and technology integration capabilities, including its proprietary Steam Methane Reforming (SMR) technology for hydrogen production.

Both projects are designed to meet Africa 5 fuel quality standards, the continent's most stringent sulfur specifications for transportation fuels. According to the company, the projects support a reduction in sulfur emissions and improved air quality for local communities, while also supporting Gabon's economic development and local employment.

Loic Chapuis, President Project Delivery & Services of Technip Energies, said the two contracts reflect the company's expertise in both brownfield optimization and complex greenfield project development. He added that the new Hydrocracker Complex demonstrates Technip Energies' ability to combine engineering, technology integration and proprietary SMR hydrogen technology in an integrated solution.

The award was recorded in Q1 2026 in Technip Energies' Technology, Products & Services segment.

hmt-news.com

EXMAR Launches FSRU Conversion for Eemshaven Expansion

EXMAR has launched conversion work for a new FSRU tied to the long-term expansion of EemsEnergyTerminal. The project includes a second unit alongside EEMSHAVEN LNG and would bring total regasification capacity to 1,350 MMSCFD.

Photo source: EXMAR

15, April 2026

EXMAR has launched conversion work for a new floating storage regasification unit as part of the long-term expansion of EemsEnergyTerminal, a subsidiary of Gasunie and Vopak. The move follows the signing of a conditional charter party covering both the extension of the existing EEMSHAVEN LNG FSRU and a newly converted FSRU. The project is based on EemsEnergyTerminal's intention to take a conditional final investment decision in the first half of 2026.

As part of the project, EXMAR secured a dual-fuel diesel-electric membrane LNG carrier for the conversion. The company also initiated engineering activities and ordered a 750 MMSCFD LNG regasification plant from Gas Solutions.

The conversion works mark the next step in supporting continued operations at EemsEnergyTerminal, with an anticipated configuration of two FSRUs owned and operated by EXMAR. Under the planned setup, the converted FSRU would be positioned next to EEMSHAVEN LNG, which remains on site.

In that configuration, the terminal is expected to have a combined LNG storage capacity of about 190,000 m³ and total regasification capacity of 1,350 MMSCFD, with improved performance.

Carl-Antoine Saverys, chief executive of EXMAR, said the start of the conversion works shows that EXMAR and EemsEnergyTerminal continue to work toward an improved LNG import solution for Europe's energy security. He added that the project reinforces EXMAR's experience in floating LNG infrastructure.

EXMAR owns a fleet of 40 LPG and ammonia carriers as well as a range of floating LNG and offshore infrastructure assets. Its infrastructure business focuses on the development, construction, ownership and operation of floating infrastructure for the global energy sector, covering engineering, asset ownership and operational services across projects.

hmt-news.com

ABL Appointed MWS for S.Korea's 390 MW Shinan-Ui Project

ABL has been appointed marine warranty surveyor for the 390 MW Shinan-Ui offshore wind farm in South Korea, where it will support transportation and installation activities, marine assurance work, fleet suitability surveys, and the review and approval of warranted offshore operations.

15, April 2026

ABL has been appointed marine warranty surveyor for the transportation and installation scope of the 390 MW Shinan-Ui offshore wind farm in South Korea.

The project is being developed by Shinan-Ui Offshore Wind, a consortium comprising Hanwha Ocean, SK Eternix, KOMIPO, Future Energy Fund, and Hyundai Engineering & Construction.

Located south of Ui-do island, the development will feature 26 wind turbines installed on bottom-fixed foundations. According to the project details, it is intended to support South Korea's plan to triple renewable energy generation by 2030 and will include both wind and solar PV capacity.

In South Korea, ABL will provide marine warranty survey services for transport and installation work, alongside marine assurance services covering the proposed marine spread for the project.

The company's scope includes review and approval of procedures, technical documents and drawings for the full offshore package. It also covers suitability surveys for the proposed fleet and on-site attendance to review and approve all warranted marine operations.

Junyoung Kim, Operations Lead at ABL in South Korea, said the project would represent a breakout offshore wind development for the country's energy landscape. He added that the company's local team would draw on both domestic presence and global marine warranty survey experience in offshore wind to support safe, efficient and timely delivery.

Part of ABL Group, ABL has worked on more than 330 offshore wind projects worldwide across multiple technical roles, alongside sister companies OWC and Longitude. Together, the group has supported more than 8 GW of offshore wind potential capacity in South Korea through technical due diligence and advisory work, marine operations, jack-up engineering services, and marine warranty survey work for subsea cabling operations.

ABL is part of Oslo-listed ABL Group ASA.

hmt-news.com

Vår Energi Submits $360 Million Goliat Expansion Plan

Vår Energi has submitted a revised plan for the Goliat Gas Export project, backing a $360 million Barents Sea investment to extend field life and enable future subsea developments.

16, April 2026

Goliat FPSO

Vår Energi has submitted an updated development and operation plan for the Goliat Gas Export project in the Barents Sea, outlining an investment of approximately $360 million to support extended production from the field.

The revised plan, delivered to Norway's Ministry of Petroleum and Energy, focuses on increasing oil recovery through optimized reservoir management after the gas currently being reinjected is produced.

The company stated that the project is designed to extend the producing life of the Goliat field by around ten years, with operations continuing to about 2050. It also supports further infrastructure development in the Barents Sea and creates a framework for additional field tie-backs.

The development targets 2P reserves of 112 million barrels of oil equivalent gross, corresponding to 73 million barrels of oil equivalent net to Vår Energi. Approximately 15% of the volumes consist of oil. Production start is planned for Q3 2029.The scope includes new subsea infrastructure connecting the Goliat FPSO to the Snøhvit pipeline system. Key components comprise a gas riser, umbilical, and a 12 km gas export pipeline. Planned upgrades on the FPSO will enable integration with the new subsea facilities.

According to Vår Energi, oil volumes from the project will be marketed from the outset, while gas will be transported to the Hammerfest LNG facility under a gas bank arrangement with Snøhvit and sold when processing capacity becomes available.

The PL229 license is operated by Vår Energi with a 65% stake, while Equinor holds the remaining 35%.

As the Goliat installation is powered from shore, the company indicated that the project will not result in additional CO2 emissions. The export solution is also expected to support future developments tied back to the FPSO, with Goliat Ridge identified as the first candidate.

Total investment is estimated at $360 million gross before tax, equivalent to $233 million net before tax. The company stated that the project aligns with its breakeven targets and offers further upside through operational improvements.

In January 2026, Vår Energi drilled an appraisal well in the Barents Sea, confirming reservoir quality and increasing recoverable volumes associated with an oil discovery.

hmt-news.com

Stena DrillMAX Wins Greece Exploration Work

Stena Drilling has secured a new Greece campaign for Stena DrillMAX, with the drillship set to carry out an exploration well for Energean Hellas in the northwestern Ionian Sea.

Image source: MarineTraffic.com

16, April 2026

Stena Drilling has secured a new offshore assignment in Greece for its drillship Stena DrillMAX, which will carry out an exploration well for Energean Hellas, a subsidiary of Energean.

The campaign is planned to start in 2027 and covers one well in Block 2 in the northwestern Ionian Sea. The operation will require managed pressure drilling.

The work is described in the source material as the first deepwater offshore well to be drilled in Greece.

Built in 2008, Stena DrillMAX is the first vessel in the DrillMAX series. The drillship is a harsh-environment DP Class 3 unit designed to work in water depths of up to 3,048 m, with a maximum drilling depth of 10,668 m. The vessel can accommodate 180 people.

Stena Drilling also said Stena DrillMAX was the first drillship to receive DNV's Abate (P) notation.

The latest contract adds to the existing working relationship between Stena Drilling and Energean. The companies have previously worked together on offshore drilling campaigns in Israel and Morocco.

The rig owner said this operating experience supports the delivery of the Greece campaign. The award follows Stena Drilling's recent cooperation with Keystone on a next-generation well delivery model built around automation.

hmt-news.com

Japan Clears Kujukuri CCS Test Drilling

Metropolitan CCS has secured approval to begin exploratory drilling offshore Kujukuri in Chiba Prefecture, supporting a project that aims to capture industrial CO2, transport it by pipeline, and store it in offshore geological formations.

16, April 2026

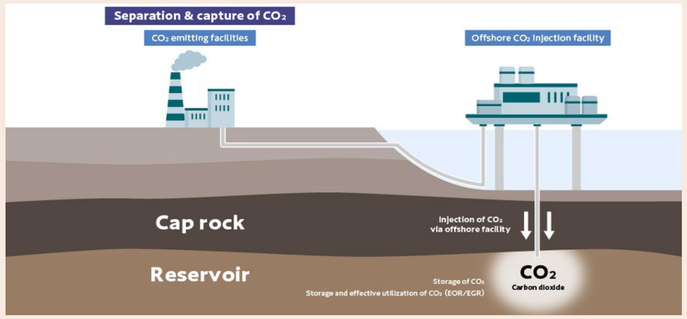

Photo source: Inpex

Metropolitan CCS has received approval from Japan's Minister of Economy, Trade and Industry to carry out exploratory drilling offshore Kujukuri on the eastern coast of Chiba Prefecture for a carbon capture and storage project.

The approval was issued under the Act on Carbon Dioxide Storage Business after the offshore Kujukuri area was designated as a specified zone in September 2025. Following the acceptance of applications for exploratory drilling permits in that area, Metropolitan CCS, a joint venture between Inpex Corporation and Kanto Natural Gas Development, was selected as the operator for the drilling work.

The drilling campaign is intended to identify geological formations suitable for CO2 storage within the designated offshore area. The Metropolitan Area CCS project is designed to capture CO2 from several industrial sources, including the Kimitsu Area of Nippon Steel Corporation's East Nippon Works and other industries in the Keiyo Industrial Complex, then transport the captured CO2 by pipeline for offshore storage near Kujukuri.

The joint venture is working toward the start of CO2 storage in the early 2030s under the Engineering Design Work for Advanced CCS Projects commissioned by JOGMEC. It said drilling operations would proceed with safety as the priority while studies and engineering work continue for project commercialization, with the understanding and cooperation of local fisheries, community stakeholders, local governments, and related organizations.

The first well, Kujukuri-Oki A, is expected to be drilled in about four months. The second well, Kujukuri-Oki B, is planned around three months later. Target formations include the cap rock of the Ohara Formation within the Kazusa Group, as well as the reservoir and cap rock sections from the Namihana Formation to the Kurotaki Formation.

The first well is expected to reach about 1,900 m below sea level, while the second is planned to extend to about 1,600 m below sea level. Drilling will be carried out with a jack-up drilling barge. After the first well is drilled at a site about 5 km offshore Kujukuri Town, the barge will move to a location about 13 km offshore for the second well.

hmt-news.com

Saipem Lands $400 Million Safaniya Offshore Scope

Saipem has secured about $400 million in offshore work from Aramco in Saudi Arabia, covering water injection facilities, pipeline, cables and subsea scope at the Safaniya field.

Image source: Saipem

16, April 2026

Saipem has won two offshore contracts from Aramco in Saudi Arabia with a combined value of about $400 million under an existing long-term arrangement between the companies.

The work is tied to the Safaniya field, among the world's largest offshore oil fields. In the first award, Saipem is responsible for engineering, procurement, construction and installation of a water injection tie-in platform, two water injection wellheads, about 5 km of 24-inch pipeline and roughly 15 km of 15 kV cables.

The second award covers EPCI work for four more water injection wellheads and related subsea facilities at the same field. The contractor said offshore activities will be carried out with construction vessels already operating in the region.

Fabrication for the projects will be handled at Saipem's yard in Saudi Arabia through Saipem Taqa Al-Rushaid Fabricators. The company said the yard continues to support the growth of local industrial capabilities.

hmt-news.com

Transocean Wins 390-Day Mediterranean Job for Deepwater Asgard

Transocean has secured a 390-day, five-well contract for the Deepwater Asgard drillship in the Eastern Mediterranean, adding about $158 million to backlog.

16, April 2026

Transocean has secured a new offshore drilling assignment for its 2014-built Deepwater Asgard in the Eastern Mediterranean Sea.

The drillship has been awarded a five-well contract with an undisclosed operator. The campaign is estimated to run for about 390 days and is scheduled to start in the fourth quarter of 2026. The contract is expected to add around $158 million to the company's backlog, excluding additional services and compensation linked to mobilization and demobilization.

Built in 2014, Deepwater Asgard is an ultra-deepwater dual-activity DSME 12000 drillship. The unit can accommodate 200 people, drill to a maximum depth of 40,000 feet, and work in water depths of up to 12,000 feet.

With this award, and following recently announced fixtures for Transocean Barents, Deepwater Orion, Deepwater Aquila, and Deepwater Corcovado, the company's backlog additions have reached about $1.6 billion since the beginning of April 2026.

hmt-news.com

Axess Group Adds GWUT Scope to Equinor North Sea Deal

Axess Group has expanded its Equinor frame agreement in the Norwegian North Sea by adding GWUT for conductor inspections at Troll and other offshore fields.

16, April 2026

The Troll A platform in the North Sea Photo: Jan Arne Wold/Elisabeth Sahl – Equinor

Axess Group has expanded its existing frame agreement with Equinor by adding a new inspection scope in the Norwegian sector of the North Sea.

The added work covers guided wave ultrasonic testing, or GWUT, for conductor inspections at the Troll field and other North Sea fields. The company said this scope was included after trials at Troll were completed in close cooperation with the operator's representatives.

With the update, Axess Group will use GWUT as part of its asset integrity work under the agreement. The company said the method is suitable for harsh conditions and can reduce inspection hours compared with conventional NDT mapping.

Vlad Eide, Department Director – QC & INSI at Axess Group, said the company continues to focus on advanced technology in asset integrity management to improve efficiency and safety. He added that the added scope strengthens its role in supporting the integrity of critical offshore infrastructure.

The contract expansion comes months after Axess Technologies, a subsidiary of Axess Group, secured a separate riser replacement job with Equinor in the Norwegian North Sea.

hmt-news.com

Wind Mover has started her first project following delivery

Cadeler's Wind Mover is installing the first turbine of its first transportation and installation campaign at the Baltic Power Offshore Wind Farm, supporting Vestas and Baltic Power in the Polish Baltic Sea.

Wind Mover (Image source: Cadeler)

14, April 2026

Cadeler's newbuild wind installation vessel Wind Mover is installing the first turbine of its first transportation and installation campaign, following delivery at the end of last year.

Working from Port of Rønne on the Danish island of Bornholm, Wind Mover will continue to support Vestas and Baltic Power in the installation of 15 MW turbines at the Baltic Power Offshore Wind Farm in the Polish Baltic Sea.

The vessel was delivered to Cadeler ahead of schedule at the end of last year and has since crossed several seas on its maiden journey. After completing mobilization and seafastening in Amsterdam and Esbjerg, Wind Mover is now taking over the project from sister vessel Wind Osprey, which will soon begin installation work in the UK.

The Baltic Power project marks an important step for offshore wind in Poland. Once fully commissioned, the 1.2 GW wind farm will supply power to more than 1.5 million households, cover about 3% of Poland's electricity demand, and contribute to an estimated annual reduction of 2.8 million tonnes of CO_2 emissions.

The V236-15.0 MW turbine from Vestas is among the largest turbine models in operation today, with blades measuring 115 m.

As Cadeler's second M-class vessel, Wind Mover is designed to install the next generation of offshore wind farm components and support the scale and pace required for offshore wind construction.

hmt-news.com

Taipower Reviews Partnership Model for Offshore Wind

Taipower is reviewing a partnership-based offshore wind development model, moving away from sole ownership and turnkey contracting as it weighs co-investment with private-sector partners.

Image source: Taipower photo

14, April 2026

Taipower is reviewing a new approach to offshore wind development as it looks to expand access to green energy.

According to the report, the state-owned utility no longer plans to develop offshore wind farms through sole ownership and turnkey contracting. Instead, it is evaluating a model based on equity participation with private-sector partners.

The report said offshore wind projects are highly complex, particularly because they depend on project financing structures.

As a state-owned enterprise, Taipower must comply with Taiwan's Government Procurement Act, which limits flexibility in responding to changing market conditions. Those constraints have been highlighted by a dispute involving the company's Phase 2 offshore wind project.

The five-year contract was awarded to Foxwell Power Co. under a turnkey arrangement that covers engineering, procurement, construction and a five-year operations and maintenance agreement. Since construction began, project costs have risen significantly, leaving the contractor facing substantial losses.

Although the project is now 96% complete, a dispute has emerged over differences between actual costs and the contract terms. The disagreement involves more than NT$10 billion, or about $314.5 million, and is currently under mediation.

In response, Taipower is moving toward a co-investment model with private developers to share risks. The approach is also intended to improve its ability to respond to market volatility and unforeseen challenges while continuing to expand renewable energy capacity.

The company has already taken steps in that direction. Taipower holds a 25% stake in the Formosa 4 offshore wind project, which is led by Synera Renewable Energy Group. CPC Corp. holds 15%, giving the two state-owned companies a combined 40% stake.

Market sources also said Taipower is assessing a potential investment in Formosa 6, another development led by Synera Renewable Energy Group. The utility is reportedly considering a stake of at least 25%, though it said the final investment size will depend on its financial position and overall operational outlook.

sources.notes: This article is based on a media report citing industry and market sources. It is not a company press release.

hmt-news.com

Damen Finishes Calvados OWF Scope

Damen Shiprepair Rotterdam completed the Calvados OWF de- and mobilization scope for Saipem, including the transfer of three drilling components of up to 1,100 tonnes and delivery one month ahead of schedule.

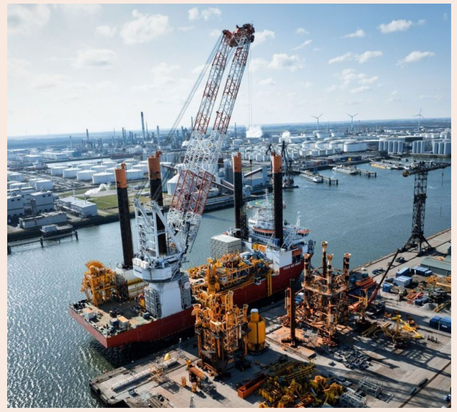

Image source: Damen via LinkedIn

10, April 2026

Damen Shiprepair Rotterdam has completed the de- and mobilization scope for the Calvados offshore wind farm drilling installation project for Saipem.

The work involved transferring three drilling components, each weighing up to 1,100 tonnes, from the jack-up vessel Voie au Vent to Damen's Botlek yard. In addition to the heavy-lift operation, the project included extensive modifications, structural redesigns, and the integration of new systems, while maximizing the reuse of existing components.

The campaign was carried out through coordination between Damen's Botlek and Schiedam locations. A total of 400,000 man-hours were recorded during the project, with more than 200 partners and subcontractors involved.

The company said safety remained the top priority throughout the operation. The campaign was completed without incidents and finished one month ahead of schedule.

The completion of the project marks another offshore wind assignment delivered by Damen Shiprepair Rotterdam.

hmt-news.com

K Line Buys Out Offshore Wind Venture

Photo source: K" Line Wind Service

10, April 2026

Kawasaki Kisen Kaisha (K Line) has acquired the remaining stake in K Line Wind Service, taking full ownership of the offshore wind venture it had operated with Kawasaki Kinkai Kisen, a subsidiary of the group.

Established in 2021, K Line Wind Service was formed to prepare for expected growth in offshore wind power generation. The company is active in offshore wind support vessel services, including the operation of work vessels and geotechnical survey vessels.

K Line said the acquisition is intended to simplify decision-making and align operations more closely across the business. By bringing K Line Wind Service fully into the group structure, the company aims to support the venture's development and strengthen the wider corporate value of the K Line Group.

Following the transaction, Kawasaki Kinkai Kisen and its subsidiary Offshore Operation Co. will continue supporting the business within the group. Offshore Operation Co. operates offshore support vessels for marine resource development, offshore wind projects, marine surveys, offshore construction, towing and salvage work.

hmt-news.com

J-POWER Starts Commercial Operation at Kitakyushu Hibikinada

J-POWER has started commercial operations at the 220 MW Kitakyushu Hibikinada Offshore Wind Farm and said it is the largest offshore wind power plant in Japan.

14, April 2026

J-POWER has started commercial operations at the Kitakyushu Hibikinada Offshore Wind Farm and said the facility is Japan's largest offshore wind power plant.

The project was awarded in February 2017 through a public tender conducted by Kitakyushu City. It is operated by a consortium that includes J-POWER. After selection, Hibiki Wind Energy Co., Ltd., a subsidiary of J-POWER, carried out surveys and development preparations. Construction officially began in March 2023.

The offshore wind farm is equipped with 25 large-scale turbines, each with a capacity of 9,600 kW. Total installed capacity stands at 220 MW. J-POWER said this scale makes it the largest offshore wind power facility in Japan.

The company said the wind farm is expected to operate for the next 20 years.

J-POWER said the project aligns with its BLUE MISSION 2050 strategy to achieve carbon neutrality. The company added that it will use its renewable energy experience to support stable wind power operations and sustainable development in Japan.

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Photo source: Enrique via Pexels

Wind Ace Named at COSCO Shipyard

Wind Ace, Cadeler's A-class offshore installation vessel, has been named at COSCO Shipyard. With 17,600 tonnes payload and NG-20000X design, it supports efficient monopile transport and installation.

16, April 2026

The offshore wind installation vessel Wind Ace has been officially named at COSCO SHIPYARD in Qidong, marking a milestone for Cadeler as it continues to expand its fleet.

Wind Ace is the second vessel in Cadeler's A-class series, following Wind Ally and ahead of Wind Apex. The vessel is built based on the GustoMSC NG-20000X design, bringing the total number of Cadeler vessels constructed to this specification to 11.

The jack-up installation vessel is engineered for offshore wind foundation transport and installation. It features a deck space of 5,600 m² and a payload capacity exceeding 17,600 tonnes. These capabilities enable the transport and installation of multiple 2XL monopile foundations within a single load cycle, enhancing operational efficiency.

The project reflects ongoing collaboration between Cadeler and COSCO SHIPYARD, with both parties acknowledging the joint effort behind the vessel's completion and its readiness for offshore wind operations.

hmt-news.com

Photo courtesy of Cadeler

Sofia Wind Farm Installs 80 Turbines

The Sofia offshore wind farm has installed 80 of its 100 turbines on Dogger Bank, advancing the 1.4 GW North Sea project toward planned start-up in 2025.

Image source: RWE

16, April 2026

The Sofia offshore wind farm has completed the installation of 80 wind turbines at its site on Dogger Bank in the central North Sea, moving the 1.4 GW project closer to start-up.

The development will use 100 Siemens Gamesa SG 14-222 DD turbines in total. When all units are in place, the project will have a total capacity of 1.4 GW.

Installation work is being carried out by Wind Peak, the vessel operated by Cadeler. The ship installed the first turbine in March 2025 and is transporting components for six turbines on each voyage from Hull. IWS Seawalker, a service operation vessel, is supporting the offshore campaign.

Each turbine extends more than 252 m above sea level. The blades measure 108 m and sweep about 39,000 square metres. Half of the turbines at the site use recyclable blades, and all of those units were installed in 2025.

Owned by RWE, the Sofia offshore wind farm is due to enter service in 2025. Once fully operational, the project will be able to generate enough electricity to meet the equivalent demand of 1.2 million UK homes.

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UK Supreme Court Backs HMRC in Ørsted Offshore Wind Tax Case

The UK Supreme Court ruled against Ørsted in its dispute with HMRC, finding that survey and study costs linked to offshore wind development cannot be claimed as capital allowances, while the developer said the decision weakens conditions for future infrastructure investment.

16, April 2026

The UK Supreme Court has ruled against Ørsted in a case over whether survey and study costs tied to offshore wind farm development can be claimed as capital allowances.

The judgment found that those expenses do not qualify for relief under the capital allowances regime. The court said the relevant spending must be closely tied to the provision of plant, and concluded that survey and study work did not meet that standard in the case before it.

In doing so, the Supreme Court reversed the earlier position taken by the Court of Appeal, which had previously found in favour of Ørsted. The latest decision followed an appeal brought by HMRC.

After the ruling, Ørsted said the outcome had made the investment environment less supportive for offshore wind and other major infrastructure projects in the UK. The company also said it would follow the decision and work with the authorities to settle the position of the projects affected by the case.

The developer added that it was still too early to determine the final outcome of those discussions, although it said the financial effect on the projects directly covered by the ruling was limited.

Ørsted also said it would need time to understand how the judgment would be applied before it could determine whether the decision might affect other projects. The company further called on the UK government to restart work on revising the relevant tax rules.

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Bałtyk 3 Topside Moves to Yard at Vlissingen

Bałtyk 3 offshore substation topside has been moved from the production hall to the yard at Smulders' Vlissingen site, where outfitting and transformer installation will continue ahead of next year's load-out.

16, April 2026

Image source: Smulders

The Bałtyk 3 offshore substation topside has been successfully moved out from the production hall to the yard at Smulders' site in Vlissingen, following the move-out of the Bałtyk 2 topside earlier this year.

The topsides will now undergo further works outside the production hall. The next activities include additional outfitting and transformer installation ahead of the planned load-out next year.

At the same time, jacket fabrication is continuing at Smulders' yard in Newcastle.

The Bałtyk 2 and Bałtyk 3 offshore wind farms in the Polish Baltic Sea are being developed by Equinor and Polenergia. Each project is planned with an installed capacity of 720 MW, giving a combined total of 1,440 MW.

Smulders is responsible for the engineering, procurement, construction, testing and commissioning of the two offshore substations, including the topsides and jackets. The company is also manufacturing transition pieces for the wind farms together with Sif.

Bałtyk 2 and Bałtyk 3 show how Smulders' engineering teams and yards work across borders, combining expertise to deliver complex offshore infrastructure safely, efficiently and reliably.

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CWHI Wins COMP3 Steel Supply Contract in Qatar

CWHI has secured a contract from Saipem S.p.A. to supply about 32,000 tonnes of steel products for Qatar's COMP3 project, with the first batch delivered in June 2025.

16, April 2026

CWHI has won a major contract from Saipem S.p.A. to manufacture and supply about 32,000 tonnes of steel products for the North Field Production Sustainability Offshore Compression Complexes COMP3 project in Qatar for QatarEnergy LNG.

Under the contract, CWHI is responsible for procurement, fabrication, supply chain management, and project management covering bulk tubulars, cones, piles, and sub-assemblies. The company said individual units in the package weigh up to 135 t, with a diameter of 3.5 m and a wall thickness of 100 mm. These products are used in offshore oil and gas structures, including jacket, topside, and pile structures.

The first batch of bulk tubulars for COMP3 was delivered in June 2025, marking a project milestone for Qatar's North Field Production Sustainability program. Dale Young, Chief Development Officer of CWHI, said the award reflects the company's commitment to quality and service and reinforces its position as a trusted partner in large-scale energy projects.

The company said the latest achievement follows its successful delivery of COMP2 and continues its contribution to the offshore oil and gas market. CWHI added that its experience on COMP2 provides a foundation for the execution of COMP3.

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Image source:260416_P7r2P3ynDwAJ.jpg

Russian Naval Support Ship Seen Near UK Wind Farm Zone

A Russian naval support ship was reported near UK offshore wind farm areas and subsea infrastructure in the English Channel, adding to security concerns around North Sea energy assets.

Royal Navy frigate on watch as a Russian cargo vessel transits the English Channel (Photo: Royal Navy)

16, April 2026

A Russian naval support ship was reported near UK offshore wind farm areas and subsea infrastructure at the eastern entrance to the English Channel, according to iPaper, which cited a NATO source.

The report said the vessel was operating about 50 km off Colchester. By the afternoon of 14 April, it had left the area and moved away from the Channel.The ship was identified as PM-82, an Amur-class repair vessel used to support the maintenance of ships and submarines. Its presence was reported only days after the UK government disclosed recent Russian naval activity in and around British waters.

According to earlier reporting referenced in the source text, the UK Ministry of Defence said it had tracked a Russian attack submarine near UK waters. The ministry concluded that the submarine had served as a distraction while vessels linked to Russia's Main Directorate of Deep Sea Research, or GUGI, were engaged in suspicious activity around critical undersea infrastructure elsewhere.

On 9 April, the UK government said the Royal Navy and Royal Air Force, working with allied partners, tracked the Russian vessels until they left UK waters and returned to Russia.

The latest sighting adds to broader concerns over the security of offshore energy assets in the North Sea and nearby waters. NATO and national defence authorities had already warned in previous years that Russia was monitoring offshore installations and could present a risk to subsea energy infrastructure used by North Sea states.

Source: iPaper

Vineyard Wind Sues GE Vernova Over Contract Exit

Vineyard Wind has sued GE Vernova in Boston to stop the turbine supplier from terminating contracts tied to the 806 MW Vineyard Wind 1 project, as both sides dispute withheld payments, performance issues and liability linked to the blade failure.

Image source: Vineyard Wind

13, April 2026

Vineyard Wind has filed a lawsuit against GE Vernova in a Boston state court to stop the turbine supplier from ending its contracts and leaving the Vineyard Wind 1 offshore wind project off Massachusetts.

The dispute involves a turbine supply and service agreement worth about $1.3 billion. The contract covers the design, manufacture, installation and maintenance of wind turbine generators for the offshore wind farm.

Vineyard Wind 1 is located about 24 km south of Nantucket, Massachusetts. The 806 MW project uses 62 GE Vernova Haliade-X 13 MW turbines. Turbine installation started in September 2023, and the project began supplying electricity to the grid in early 2024. Later in 2024, the wind farm suffered a blade failure on one turbine. The last of the 62 turbines was installed in March, and the project is now operating partially.

According to the lawsuit, GE Vernova told the developer it would terminate the contracts at the end of April. Vineyard Wind is seeking an injunction to require the supplier to continue working on the project.

GE Vernova says Vineyard Wind withheld payment for completed work and that this gives the company grounds to terminate the contracts. Vineyard Wind argues it was entitled to withhold about $308 million because of what it described as poor performance by the turbine supplier, including issues related to the turbines.

The developer also claims GE Vernova remains liable for higher damages linked to the blade incident, with the amount reaching up to $545 million. In the lawsuit, Vineyard Wind says the supplier is the only practical company able to complete the remaining work, making a replacement unrealistic at this stage.

For its part, GE Vernova says it acted within its contractual rights and will defend its position in court. The company also says it has met its obligations, including completing turbine installation at the site.

A hearing on the preliminary injunction requested by Vineyard Wind is scheduled for 16 April.

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India's Shipyard Growth Opens New Option for Korea

India's shipbuilding sector is expanding with naval demand, export orders and policy support. For Korean shipbuilders facing high labour costs and limited production bases, India is emerging as a possible partner for cost relief and future capacity expansion.

Image source: Cochin Shipyard in Kerala

13, April 2026

India's shipbuilding industry is expanding as naval demand, export orders and government backing support growth, creating room for Korean shipbuilders to explore lower-cost production and wider industrial cooperation.

Indian yards are posting stronger results. Garden Reach Shipbuilders & Engineers reported revenue of 64 billion rupees, about 1.0412 trillion won, for fiscal 2025–2026, up 26% from a year earlier. Mazagon Dock Shipbuilders recorded revenue growth of 25.9% in fiscal 2024–2025 compared with fiscal 2022–2023. Through 2028, its compound annual growth rate is expected to remain in the low-10% range, while its operating margin is forecast in the high-10% range.

Order backlogs also remain substantial. As of the second quarter of fiscal 2026, Mazagon Dock Shipbuilders held an order backlog of 274 billion rupees, about 4.4552 trillion won. Cochin Shipyard Limited, India's largest state-run shipbuilder and a partner of HD Hyundai, had an order backlog of 230 billion rupees, about 3.7421 trillion won.

Much of the growth is linked to naval expansion. In the last fiscal year, Garden Reach Shipbuilders & Engineers built and delivered eight warships ordered by the Indian Navy and is reported to be discussing additional contracts. India has also presented a roadmap to expand its fleet of warships and submarines from about 140 vessels to 200 by 2035.

Further orders are expected as competition in the Indian Ocean continues to intensify among neighboring countries, including China and Pakistan. The Indian Navy accounts for about 21% of total defense expenditure. Final talks are underway for three Scorpène-class submarines worth more than 100 billion rupees, about 16.24 trillion won. Projects for frigates, destroyers and landing ships are also planned, taking the scale of related projects over the next 10 years to more than 300 billion rupees, about 48 trillion won. In 2029, there is also a reported possibility of an order for a second aircraft carrier worth about 45 billion rupees, about 7.308 trillion won.

Commercial orders are rising as well. Cochin Shipyard Limited recently secured a contract worth 32.4 billion rupees, about 526.1 billion won, from CMA CGM to build six LNG container ships. HD Hyundai Heavy Industries is also said to have participated in that deal. Garden Reach Shipbuilders & Engineers is building 13 vessels for a German client, while Mazagon Dock Shipbuilders has signed memorandums of understanding with the Brazilian Navy and a French naval defense company.

Supply chain diversification is also cited as a factor behind India's rise. As reliance on Chinese-built ships has increased, a number of countries, including those in Europe, are turning to India due to security concerns over China and India's lower shipbuilding costs. Rodolphe Saadé, CEO of CMA CGM, said the group's first ship order in India was intended to diversify shipyard supply chains to other countries and that India had proven it could serve as that option.

For Korean shipbuilders, India's current global position remains limited. Last year, India accounted for 0.11% of global shipbuilding orders, ranking 17th in the world. Korea held 11.96% and China 39.32%, while Japan and the United States recorded 3.65% and 0.44%, respectively. Their market focus also differs. India is centered on smaller vessels, while Korea remains focused on larger, high-value-added ships.

At the same time, cooperation between Korea and India is gaining pace. Last year, HD Hyundai signed an MOU with Cochin Shipyard Limited to join the Indian government's Maritime Amrit Kaal Vision 2047 initiative. In January, Chairman Chung Ki-sun met Prime Minister Narendra Modi to discuss ways to expand cooperation. HD Hyundai is also pursuing the construction of a new shipyard in Tamil Nadu.

An industry official said India had expressed willingness to provide land equal to three to five times the size of existing Korean shipyard sites. The official added that Korean shipbuilders, facing limited production bases despite strong orders and high labor costs, could use cooperation with India to improve price competitiveness and secure new growth drivers.

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Worker Dies at Tuas Shipyard; MOM Investigates

A 24-year-old welder died at a Tuas shipyard worksite occupied by Seatrium after he was found unconscious inside a 28-inch stainless-steel pipe on board a newly fabricated process module. Singapore's Ministry of Manpower said it is investigating the incident and restated confined-space safety measures.

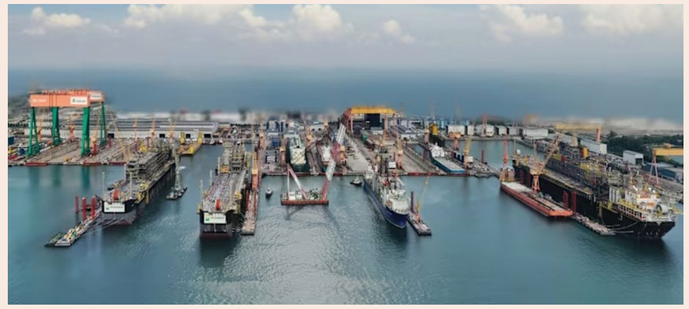

Photo source: Seatrium

10, April 2026

A 24-year-old worker died at a shipyard in Tuas after he was found unconscious inside a stainless steel pipe, with Singapore's Ministry of Manpower investigating the incident.

According to the ministry, the fatal workplace accident took place at a worksite occupied by Seatrium on Tuas South Boulevard. The worker was a welder and was found lying unconscious inside a 28-inch stainless-steel pipe on board a newly fabricated process module of a vessel.

He was later extricated from the pipe and pronounced dead at the scene by paramedics.

The ministry said the deceased was employed by Hwa Leong Offshore Engineering.

A Ministry of Manpower spokesperson said all confined spaces must be clearly identified and labeled as a general safety measure. The spokesperson also said that before work begins, relevant risk control measures, including atmospheric testing, adequate ventilation, and the application of permit-to-work procedures, must be implemented to address foreseeable hazards associated with confined spaces.

The ministry added that Singapore recorded 36 workplace deaths in 2025. Workplace fatality fell to a record low of 0.96 per 100,000 workers. The three main causes of workplace fatalities last year were vehicular incidents, falls from height, and the collapse or failure of structures and equipment.

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Japan Sets Course for Shipbuilding Revival

Japan is backing a shipbuilding recovery plan through funding, automation and consolidation, targeting annual output of 18 million gross tons by 2035.

Image source: Imabari Shipbuilding

14, April 2026

Japan is pushing a broader reset of its shipbuilding industry, combining state support, investment and consolidation to restore competitiveness after years of lost ground to China and South Korea.

The country's yards have continued to hold positions in parts of the commercial vessel market through steady design improvement, reliable contract execution and product quality. Even so, Japan's share of commercial newbuilding volume has fallen from about 40% in the 1990s to around 10% today. China now accounts for close to 70% of orders by deadweight, while South Korean yards hold about 20%.

In response, Tokyo has raised shipbuilding's strategic status and set out a long-term recovery plan. The Shipbuilding Industry Revitalization Roadmap targets an annual construction volume of about 18 million gross tons by 2035, while aiming to cut build costs by 10%. The government plans to create a fund of about Yen 350 billion, or $2.2 billion, and support total public-private investment of Yen 1 trillion, equivalent to $6.3 billion, over the next 10 years.

The plan calls for production-site automation through robotics and AI in the first stage, followed by equipment renewal and capacity expansion, before moving to actual production growth in the following phase. The government also sees further integration across the sector as necessary to improve resilience.

That process is already advancing. Imabari Shipbuilding has raised its stake in Japan Marine United from 30% to 60%, making JMU a subsidiary. The move deepens operating ties between the two groups, which were already linked through Nihon Shipyard, their ship design and project venture. Imabari delivered 65 newbuildings in 2025, totaling about 3.4 million gross tons across multiple vessel types.

Further consolidation came when Tsuneishi Shipbuilding completed the takeover of its joint venture with Mitsui E&S Shipbuilding, bringing Mitsui's exit from shipbuilding to its final stage. The business now operates as Tsuneishi Solutions Tokyobay, focused on engineering services and support for alternative-fuel and gas-related equipment.

Japan still faces labor shortages, an aging workforce, and higher steel prices than China. But with stronger policy backing and ongoing industry restructuring, the country is trying to strengthen its position in global shipbuilding.

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Hanwha Ocean, Irving Explore Canada Naval Partnership

Hanwha Ocean and Irving Shipbuilding discussed broader naval cooperation in Halifax, covering sustainment, workforce developm

Photo source: Hanwha Ocean

15, April 2026

Hanwha Ocean held high-level talks with Irving Shipbuilding in Halifax on a wider naval partnership in Canada. The discussions covered naval sustainment, workforce development, industrial participation, supply chain development, and facility modernization.

Both companies also shared an interest in supporting Canada's sovereign submarine capability, with a focus on sustainment, industrial participation, and capability development. The talks pointed to a broader partnership model rather than a basic builder-supplier arrangement, combining Hanwha Ocean's naval engineering experience with Irving Shipbuilding's role in Canada's shipbuilding base.

Over the past four decades, Hanwha Ocean has built submarines and surface vessels for the Republic of Korea Navy, including the Jang Bogo-class, Sohn Won-yil-class, and Dosan Ahn Chang-ho-class submarines. Its naval portfolio also includes KDX-III Aegis destroyers, frigates, escort vessels, and auxiliary ships, supported from its Geoje shipyard.

Based in Halifax, Irving Shipbuilding is a key contractor under Canada's National Shipbuilding Strategy. The company is building major combat vessels for the Royal Canadian Navy, works with more than 700 Canadian firms, and is upgrading its yard for long-term production. Its current programs include Arctic and offshore patrol ships, Halifax-class frigate life extension and maintenance, and the River-class destroyer program.

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Fatal Fire on Submarine Prompts Apology From HD Hyundai Heavy Industries

HD Hyundai Heavy Industries issued a formal apology after a fatal fire aboard ROKS Hong Beom-do at its Ulsan shipyard. The case also involved a revised major accident disclosure during rescue operations and is likely to remain under investigation.

A fire broke out on April 9 aboard a Republic of Korea Navy submarine undergoing maintenance at HD Hyundai Heavy Industries in Dong-gu, Ulsan. (Photo by Yonhap News Agency)

13, April 2026

A fatal fire aboard the naval submarine ROKS Hong Beom-do at HD Hyundai Heavy Industries' Ulsan shipyard has led to a formal apology from the company and a closer look at how the accident was reported during the rescue operation.

The fire broke out on 9 April 2026 while the 214-class submarine, rated at 1,800 tonnes, was under maintenance at the yard. The incident occurred during cleaning work, and a subcontractor worker in her 60s became trapped inside the vessel.

On 10 April, HD Hyundai Heavy Industries revised its major accident disclosure and changed the worker's status from injured to deceased. The update was made before a formal medical death determination had been issued. According to the source, the company based the revision on the judgment of the Ulsan branch of the Ministry of Employment and Labor.

The Ulsan branch had been told by rescuers at the site that the worker was presumed dead. Based on that assessment, it prepared a major accident report treating the case as a fatal accident and submitted it to the ministry headquarters. A ministry official said the report was prepared quickly so that an initial investigation could begin immediately on the assumption of a fatal industrial accident.

The worker was found dead on 11 April, about 33 hours after the fire.

On 12 April, HD Hyundai Heavy Industries released a joint statement under the names of Vice Chairman Lee Sang-kyun and President Geum Seok-ho. The company expressed condolences to the deceased and sympathy to the bereaved family, while acknowledging responsibility for the incident.

In the statement, HD Hyundai Heavy Industries said it would commit all available resources to handling the aftermath and supporting those affected. It also said it would cooperate fully with the authorities in determining the cause of the fire and would put measures in place to prevent a similar accident from happening again.

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NYK Builds New CTV With 3D Platform

NYK is applying a full 3D platform to the design and construction of a new crew transfer vessel, using digital modeling and 3D scanning to improve layout accuracy, reduce rework, and support inspection and maintenance efficiency after entry into service.

CTV Photo (Source: NYK)

14, April 2026

NYK has launched a new crew transfer vessel project using 3D technology as the core platform across both design and construction, in collaboration with Kosaba Shipbuilding Co., Ltd. and Smert Design Co., Ltd.

The project replaces a conventional 2D workflow with a full 3D model applied from the initial design stage through construction. The approach reflects the increasingly advanced and complex performance requirements facing crew transfer vessels serving offshore wind farms, where safety, operability, and maintenance and inspection efficiency are critical.

The 3D model was used to review the hull structure, equipment arrangement, and ease of operation and maintenance. This enabled the project team to identify potential interference between structural members and equipment at an early stage, improving layout accuracy and supporting design front loading. As a result, the process reduced design changes and rework during construction.

The same 3D model was then used during the building stage. In addition, 3D scanning of the actual structure was carried out during construction to visualize deviations from the design data. This made it possible to identify thermal deformation and assembly tolerances specific to aluminum catamarans, contributing to quality verification and improvement.

The project also produced 3D digital finished drawings that centrally manage specifications, drawings, construction comments, and measurement data linked to the model. By adopting a 3DA, or 3D annotated, model, the project moved beyond conventional geometric representation. Each component was linked with technical data and records, including specifications, construction notes, and measurement data.

Using the 3D model as an entry point, related equipment information and documents can be accessed more intuitively. This is expected to improve the efficiency of vessel management work, including inspection and maintenance, after the vessel enters service.

The knowledge gained from building the vessel is expected to be applied to future CTVs, other vessel types, operational and maintenance phases, and academic research. The vessel has an overall length of about 28 m, a breadth of about 9 m, and a gross tonnage of about 145 tonnes. The vessel is being built at Kosaba Shipbuilding Co., Ltd. in Kamaishi City, Iwate Prefecture. Through the application of 3D technology to ship design and construction, the NYK Group aims to establish next-generation shipbuilding processes and strengthen its technological competitiveness in offshore wind power and other businesses.

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Samsung Heavy, GD NASSCO Discuss NGLS Cooperation

Samsung Heavy Industries and General Dynamics NASSCO held talks at the Geoje shipyard on 15 April 2026 to discuss practical cooperation measures, including the U.S. Navy's NGLS project.

Image source: Samsung Heavy Industries

16, April 2026

Executives from Samsung Heavy Industries and General Dynamics NASSCO met at the Geoje shipyard on 15 April 2026 to discuss practical cooperation measures between the two companies, including the U.S. Navy's Next Generation Logistics Ship (NGLS) project.

The meeting was attended by senior officials from both sides, including Sungan Choi, Vice Chairman of Samsung Heavy Industries, David J. Carver, President of General Dynamics NASSCO, and Brett Hershman, Director of Business Development and Government Relations. The talks focused on ways to expand cooperation beyond the current project scope.

According to Samsung Heavy Industries, the visit reflected the two companies' intention to broaden collaboration from ship design to automation technology, while supporting the successful execution of the NGLS project. During the visit, executives from General Dynamics NASSCO said they expect Samsung Heavy Industries' advanced technology capabilities to contribute to the NGLS design study and possible future construction.

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Wärtsilä Wins VLEC Equipment Order at HD HHI

Wärtsilä Gas Solutions has secured an order to supply cargo handling and fuel gas supply systems for two very large ethane carriers under construction at Hyundai Heavy Industries (HHI) in South Korea for a Malaysian owner. Equipment delivery is scheduled for March 2027.

LNG Carrier, Illustration only.

15, April 2026

Wärtsilä Gas Solutions has been selected to provide core systems for two very large ethane carriers being built by HD Hyundai Heavy Industries (HD HHI) in South Korea for a Malaysian owner.

The contract was booked in Q4 2025 and covers the cargo handling system and the fuel gas supply system for both vessels. Delivery of the equipment to the yard is planned for March 2027.

For this project, Wärtsilä Gas Solutions will supply process plant engineering linked to cargo handling and fuel gas operations, together with related sub-systems. The package also includes the required equipment and instrumentation, as well as an integrated cargo control system.

The award adds to earlier VLEC orders placed with Wärtsilä Gas Solutions by Hyundai Heavy Industries (HHI) for other customers in recent years, showing continued use of the company's solutions in this ship type.

Harald Øverland, Sales Manager at Wärtsilä Gas Solutions, said the contract underlined the company's strong position in the segment and noted that gas carrier operators depend on safe and efficient cargo operations.

The order was announced shortly after Wärtsilä won another contract to supply cargo handling and fuel gas supply systems for two LNG bunkering vessels under construction in China.

hmt-news.com

GTT Wins Tank Design Order for Samsung LNG Carrier

GTT has received an order from Samsung Heavy Industries for the tank design of a new 174,000 cbm LNG carrier for an Asian shipowner. The vessel will use the Mark III Flex membrane containment system and is expected to be delivered in 2029.

Illustration (Source: Samsung Heavy Industreis)

16, April 2026

Gaztransport & Technigaz (GTT) has received an order from Samsung Heavy Industries for the tank design of a new liquefied natural gas carrier for an Asian shipowner.

The order was booked in the first quarter of 2026. Under the assignment, GTT will design the vessel's cryogenic tanks with a total capacity of 174,000 cbm.

The tanks will be fitted with GTT's Mark III Flex membrane containment system. The vessel is expected to be delivered in 2029.

The latest order came weeks after GTT obtained tank design jobs for four liquefied natural gas carriers at China's Hudong-Zhonghua shipyard.

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Hengli Heavy to Install World Record Gantry Cranes

Hengli Heavy Industries is installing three record-scale gantry cranes in Dalian, enabling ultra-large module assembly and boosting shipbuilding efficiency by over 50%.

15, April 2026

Hengli Heavy Industries has entered a key construction phase for three ultra-large gantry cranes at its super dry dock on Changxing Island in Dalian, according to Jiangsu Tianmu Construction Group Limited Company.

The project, launched on 10 April, involves two 2,000-tonne gantry cranes with a 256 m span and 100 m lifting height, setting a new global benchmark. Each unit contributes to a combined structure weight of 12,700 tonnes, marking the heaviest gantry crane configuration built to date, with single-lift capacity exceeding 10,500 tonnes. A third crane, rated at 1,000 tonnes, shares the same 256 m span, with a total weight of 9,300 tonnes and lifting capacity of 8,000 tonnes.

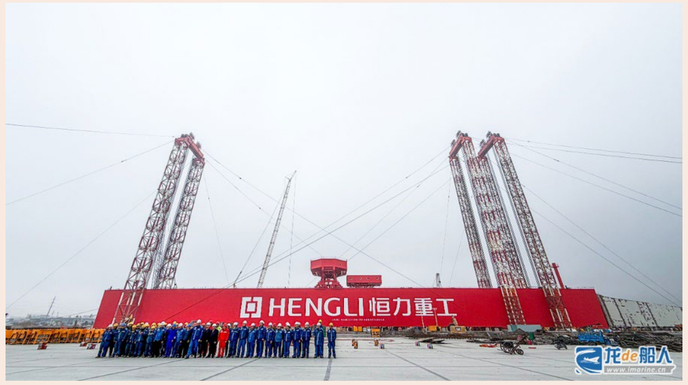

Image source: Hengli Heavy Industries

All three cranes will be installed within the same dry dock, forming a high-capacity lifting system designed to support large-scale block assembly. The configuration is intended to enable full-module construction for complex vessels and offshore units.

Once operational, the cranes will serve production of high-end ship types, including VLCCs, container vessels, LNG carriers, and offshore engineering assets. The integrated lifting system is expected to improve dry dock construction efficiency by more than 50%, particularly through the ability to handle ultra-large modules in single operations.

Hengli Heavy Industries is advancing its position in high-value shipbuilding and offshore equipment manufacturing. The company has established an industrial base focused on digitalized, environmentally aligned, and high-end production processes. Its product portfolio includes VLCCs, VLOCs, VLGCs, ultra-large container ships, LNG carriers, FLNG units, FPSOs, and semi-submersible drilling rigs.

The Dalian facility features a large-scale dry dock capable of building up to four 300,000 DWT VLCCs simultaneously. It is supported by heavy lifting infrastructure, including gantry cranes ranging from 900 tonnes to 2,000 tonnes, with a maximum combined lifting capacity of 3,200 tonnes.

hmt-news.com

DSIC ChangXing Rebrands for Next Growth Phase

DSIC ChangXing Shipyard has adopted its new name and set out a development plan focused on ship repair, offshore projects, module fabrication, and special vessel newbuilding in Dalian.

15, April 2026

On 30 January 2026, DSIC ChangXing Shipyard Co., Ltd. officially adopted its new name after approval from the Market Supervision and Administration Bureau. The company said the rebranding marked the start of a new development phase during the 15th Five-Year Plan period.

The yard, established in February 2020, traces its roots to the long-established ship repair business of Dalian Shipbuilding Industry Co., Ltd. The company said its development has been supported by the engineering capabilities of the DSIC Design and Research Institute and management resources from DSIC Shanhaiguan Shipbuilding Industry Co., Ltd.

Located in the Changxingdao Economic Zone in Dalian, DSIC ChangXing Shipyard Co., Ltd. is positioned within the Bohai Rim shipbuilding and repair base. The yard covers about 1 million sq m and includes a 300,000 DWT dry dock measuring 420 m by 68 m, capable of handling ultra-large container ships of up to 24,000 TEU. It also operates a 200,000 DWT dry dock measuring 330 m by 58 m.

Through coordination with DSIC Shanhaiguan Shipbuilding Industry Co., Ltd., the yard can draw on five ship repair docks in the Bohai Bay region. The quay extends more than 3,600 m with a water depth of about 10.8 m, allowing direct berthing alongside the quay. The site also includes hull fabrication, pipe, mechanical, electrical and painting workshops totaling 29,000 sq m, as well as technical service stations for main engines, automation systems, and fire-fighting and life-saving appliances. A 480 t gantry crane is also part of the yard's production system.

The company said it has an annual capacity to repair more than 130 vessels and to carry out three to five large ship conversions and offshore projects each year. Its repair and conversion work includes bulbous bow retrofit, rudder modification, ballast water treatment system retrofitting, shaft generator installation, wind shield installation, scrubber installation, wind-assisted propulsion systems, and dual-fuel system conversions.

Image source: DSIC ChangXing Shipyard

In offshore work, DSIC ChangXing Shipyard Co., Ltd. said it has full-chain capability covering FPSO hull conversion and construction, as well as module fabrication and integration. The company said it has delivered several FPSO and FSO projects and also participated in the hull newbuilding project for M350 FPSO. In module fabrication, total deliveries have exceeded 70,000 t, with business scope expanding from offshore modules to onshore modules.

For the 15th Five-Year Plan period, the company set out a direction of strengthening ship repair, stabilizing offshore projects, and moderately developing special vessel newbuilding. It also said it will continue to upgrade hardware facilities and expand construction capacity for special vessels.

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Jones Act Waiver Leaves Energy Costs Elevated

Energy and shipping costs kept rising after the Jones Act waiver took effect, as disruption in the Strait of Hormuz continued to lift oil prices, freight rates and insurance costs.

14, April 2026

Energy and shipping costs have continued to rise despite the 60-day Jones Act waiver introduced by US President Donald Trump, as disruption linked to the US-Israel war on Iran has continued to affect traffic through the Strait of Hormuz.

The waiver took effect on 18 March. The Trump administration said the temporary measure would help reduce energy costs by easing restrictions on domestic shipments. Under the Jones Act, cargo moved between US ports must be carried on ships that are built in the US, fly the US flag and are mostly US-owned, limiting the number of vessels available for such trade.

Even so, the impact on oil prices has remained limited. Usha Haley, a professor of management at Wichita State University, said the effect was estimated at about 3 cents on the US East Coast and could even result in higher costs on the Gulf Coast. She said the changes were too small to outweigh the broader rise in oil prices.

The wider market has remained under pressure as the conflict disrupts movement through the Strait of Hormuz, a strategic waterway that carries roughly 20% of the world's oil and liquefied natural gas supply. Brent crude rose 4% on the day to $98.91 after reaching $101.03 earlier, while US West Texas Intermediate gained $2.53, or 2.6%, to $99.10.

The increase followed the US Navy's blockade of Iranian ports on Monday after talks between US and Iranian negotiators failed to produce an agreement. The impact has also been felt by consumers in the US. According to the American Automobile Association, the average gasoline price reached $4.125 per gallon, compared with $3.63 a month earlier.

Shipping patterns have also shifted. More than 34,000 ships have been diverted away from the Strait of Hormuz over the past month. Over the same period, the Containerized Freight Index rose by more than 10%, and it was up by more than 35% from a year earlier as the market adjusted to alternative shipping strategies.

Insurance costs have added to the disruption. In March, soon after the start of the war, major insurers, including Gard, Skuld, and NorthStandard, canceled war-risk cover for ships traveling through the waterway, discouraging owners from entering the Gulf. Although maritime insurance later became available again, the price was reported to be 10 times higher than before the war. Experts said fuel prices are expected to normalize only when traffic through the strait returns to pre-war levels.

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Hormuz Crisis Drives Sharp Drop in Seafarer Morale

Seafarer morale declines sharply as Hormuz tensions escalate, with rising risks, supply disruptions, and restricted movement impacting crews.

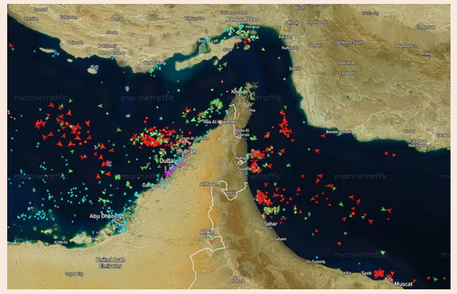

Image source: Marine Traffic

13, April 2026

Tensions surrounding the Strait of Hormuz are rapidly impacting seafarers, with new data indicating a clear decline in onboard sentiment as security risks escalate.

According to the latest Seafarers Happiness Index, scores had risen to 7.35/10 earlier in the quarter, reflecting improving conditions across the industry. However, following the outbreak of conflict linked to Operation Epic Fury, the figure fell to 7.01 within weeks, marking a decline of nearly 5% and the fastest drop recorded since the pandemic.

This shift underscores how quickly confidence at sea can weaken when operating conditions deteriorate. Early 2026 had shown signs of stabilisation, with gradual improvements across several welfare-related indicators. That trajectory was interrupted as hostilities intensified and vessel movements became constrained.

At the centre of the disruption is the issue of trust. Transit through Hormuz depends on confidence that vessels will not be targeted and that established operating patterns will remain intact. Such trust develops over time through consistent and predictable conditions, but can be eroded rapidly when disruptions occur.

For crews operating in the region, the impact is immediate. Shore leave has been effectively suspended, welfare support has reduced, and workloads have increased under high-risk conditions. The pressure of operating within range of drones and missile activity has added to existing onboard challenges.

Accounts from seafarers reflect the severity of the situation. Crews reported sightings of low-altitude drones and missiles, as well as the need to take cover during nearby military activity. At the same time, supply constraints have created additional strain, with some vessels facing shortages of drinking water and essential provisions.

The situation also highlights ongoing concerns around crew mobility. Seafarers considering leaving vessels in high-risk areas face uncertainty over future employment, leading many to remain onboard despite safety concerns. This dynamic has reinforced a sense of restriction similar to that experienced during the pandemic.

Comparisons with COVID-19 conditions have emerged in crew feedback, particularly regarding limited movement, extended time onboard, and separation from families.

The findings indicate that while operational disruption can occur rapidly, rebuilding confidence among seafarers requires sustained stability. Each safe transit contributes to restoring trust, but continued uncertainty risks prolonging the current decline in morale.

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CO2 Carrier Segment Continues to Grow With CCS Projects

Purpose-built CO2 carriers are moving into service as CCS projects expand in Europe and Japan. Northern Phoenix, Carbon Destroyer 1, and new Japanese vessel concepts show how the segment is developing to support offshore CO2 storage.

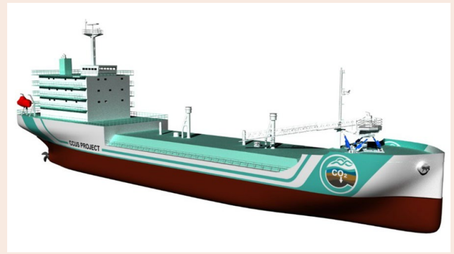

Illustration of Japan's CO2 carrier concept with gangways for connection at the storage site. (Image source: SSS)

13, April 2026

Purpose-built CO2 carriers are continuing to emerge as carbon capture and storage projects move into commercial operation and prepare additional capacity. The new vessel segment is being developed to support the transport of captured CO2 to offshore storage sites.

Northern Lights was the first project to enter the segment, beginning commercial operations in 2025. The partnership between Equinor, Shell, and TotalEnergies was launched with an initial capacity of 1.5 million tonnes per year and has already announced expansion plans. It also became the first cross-border project, securing commercial contracts with Yara in the Netherlands, Ørsted in Denmark, Stockholm Exergi in Sweden, and Inherit in Norway.

On 9 April, the project named its third vessel, Northern Phoenix, a 7,500 cbm gas carrier on long-term charter from Bernhard Schulte. The ships transport CO2 to the company's facility in Norway, where it is prepared and then pumped offshore into permanent storage in a reservoir 2,600 m below the seabed. The first vessels are fueled by LNG and include a rotor for wind-assisted propulsion.

In the second phase, the project plans to expand capacity to 5 million tonnes of CO2 per year by 2028. To support that step, it announced new partnerships in January with Kawasaki Kisen Kaisha, MISC Berhad, and Mitsui O.S.K. Lines. MISC Berhad ordered one ship and plans a second, while Mitsui O.S.K. Lines is linked to two ships. The first three new vessels will each have a capacity of 12,000 cbm and are expected to enter service between the second half of 2028 and the first half of 2029.

The next entrant is nearing final commissioning for use in the offshore storage effort under Project Greensand, which is being developed by INEOS Energy in Denmark. The vessel is being developed by Royal Wagenborg. Named Carbon Destroyer 1, it was designed to shuttle between Esbjerg in Denmark and the Nini Fields on a 36-hour cycle.

The vessel is 150 m long and has cargo capacity for 5,000 t of liquefied CO2, giving it the ability to handle about 600,000 tonnes of CO2 per year. It is described as a DP2 CO2 carrier and is equipped with dynamic positioning to connect directly to the storage site. It also has tanks designed with consideration for the thermodynamic behavior of liquefied CO2.

Built by Royal Niestern Sander, Carbon Destroyer 1 recently completed sea trials off the Dutch coast. The trials covered propulsion, maneuverability, DP2 system performance, and onboard equipment. The vessel has now arrived in Port Esbjerg for final commissioning and is expected to enter service later this year.

Japan is also supporting a project intended to demonstrate undersea CO2 storage while encouraging development of the related supply chain in line with its 2050 net-zero target. At the end of March, Shin Kurushima Sanoyasu Shipbuilding reported that it had received Approval in Principle from ClassNK for its CO2 transport vessel concept.

The concept links the ship with a Socket SPAR structure at the storage site. The vessel design is similar to offshore support vessels and includes large gangways so the crew can access the Socket SPAR structure. The ship would connect to the structure to pump CO2 for injection. The shipyard said the approval covered the vessel itself and noted that it is an important part of Japan's CCS development efforts.

This new shipping segment is continuing to develop as demand for CO2 transport and storage is expected to increase. According to the source, scientists project that about 1 billion tonnes of CO2 per year will need to be captured and transported for storage to support net-zero emissions by 2050.

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Marine Claims Costs Rise on Machinery Failures and Fires

Cefor said Nordic marine hull claim costs stayed elevated in 2025 as machinery failures and fires drove more high-value losses, more medium-sized claims and higher repair costs.

Illustration purpose only.

14, April 2026

Claim costs in Nordic marine hull insurance remained elevated in 2025, with machinery failure and fires identified as the main drivers behind the recent rise.

The Nordic Association of Marine Insurers (Cefor) said 2025 was the third consecutive year of high claims costs. Its year-end 2025 hull reports showed that both major losses and repair cost inflation contributed to the higher cost level. Cefor said machinery failure and fires were the main causes behind the recent increase.

The association reported an extraordinary rise in claims above $10 million, as well as more total losses involving vessels valued above $10 million. Medium-sized claims also increased. Across the data set, most indicators for claim cost and claim frequency moved upward.

In the ocean hull segment, machinery damage increased substantially in recent years. Cefor said this should be viewed in the context of an aging fleet. Fires continued to account for a large share of the most severe losses. In 2025, 7 of the 13 claims above $10 million were fire-related. In six of the past ten years, fires represented 40% to 70% of the costliest losses, and the pattern extended to younger vessels as well.

Serious machinery claims also became more frequent. The frequency of machinery claims above $500,000 was 30% higher in 2022-2025 than in earlier years. This contributed to a 50% increase in machinery claim cost per vessel.

For smaller vessels in Nordic waters, claims costs returned to more average levels after the extraordinary effect of major losses in the fishing vessel segment in 2024. At the same time, the coastal hull segment showed a similar upward trend in machinery-related costs to that seen in the ocean hull business.

Cefor also pointed to clusters of claims linked to extreme weather events in Norway.

The 2025 reports for the ocean and coastal hull business were based on hull and machinery cover written by Cefor members and recorded in the Nordic Marine Insurance Statistics database. Additional key figures were also released, including breakdowns by vessel type, age group, size group and insured value.

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Boreal AS Orders World's Largest Electric Fleet for Norway

Boreal AS has ordered 20 Candela P-12 vessels from Candela Technology for Norway. The order covers high-speed electric passenger transport along the coast and is described by the source as the world's largest electric fleet to date.

Image source: Candela

13, April 2026

Norway is set to introduce the world's largest electric fleet to date after Boreal AS ordered 20 Candela P-12 vessels from Sweden's Candela Technology.

The vessels are intended for passenger transport along Norway's coastline, where waterborne travel remains an essential part of daily transport for commuters and tourists. The fleet is also expected to provide more frequent departures and shorter travel times.

Norway already has the world's most electrified car market, with about 99% of new car sales fully electric. High-speed passenger vessel electrification has remained more difficult because conventional electric ferries have not offered the range and speed needed to replace diesel fast ferries operating across deep fjords and more than 100,000 km of coastline.

According to the source, the Candela P-12 combines a cruising speed of 25 knots with a range of around 40 nautical miles. That makes electric operation possible on routes that have until now been served only by diesel vessels. Boreal AS said the fleet will support new high-speed routes in cities and rural areas.

The vessel uses computer-controlled hydrofoils mounted beneath the hull. At speeds above 18 knots, the foils lift the vessel above the water, reducing drag. The source said this cuts energy consumption by around 80% compared with conventional vessels of similar size. The Candela P-12 is already operating in Stockholm's public transport system.

The source also said the vessel can fully recharge in one hour using standard DC car fast chargers, avoiding the megawatt-scale charging systems required by conventional electric ferries. That capability was recently demonstrated on a voyage between Sweden and Norway, when the Candela P-12 completed what the source described as the longest electric sea journey to date. Along the route, it recharged using a mobile battery system carried by a Ford F-150 Lightning.

The first two vessels are due for delivery in 2027 and are planned to enter service on one of several potential routes being explored in Norway and abroad. The remaining vessels will follow in annual batches between 2028 and 2030.

The source also highlighted passenger comfort. The vessel's digital Flight controller reads wave conditions through sensors and adjusts the hydrofoils in real time to provide a smoother ride in rough seas while keeping cabin noise low. Recent tests in Stockholm recorded cabin noise at 64 dB, which the source said made it the quietest high-speed vessel in operation.

Boreal AS said the order is intended to accelerate zero-emission high-speed travel along the Norwegian coast and help expand electric vessel use beyond Norway. Candela Technology said the partnership reflects efforts to advance lower-emission maritime transport while reducing operating costs.

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